

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
C.1	Bicycle Ambassador Program. Develop a Bicycle Ambassador program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information.	DOT, bicycle nonprofits	3.5, 2.6, 4.4,	Communication
C.2	Bike to Work Week. Expand the regional efforts of Bike-to-Work Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Program Websites.	Mayor, Council Offices, LAUSD, DOT, SCAG, Metro	5.1, 2.6, 1.3	Communication
C.3	Bus Arrival Information. Work with Metro, municipal transit providers, and local businesses and organizations to provide bus arrival information near station and stop areas.	Metro, DOT, Mayor's Office, BSS, Council Offices	4.2, 4.11	Communication
C.4	Car Free Days. Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Work with Metro and City Council offices to provide incentives and disseminate materials to event participants.	DOT, DPW, Council Offices, Mayor, SCAG, Metro	5.2, 4.8	Communication
C.5	Citywide Active Transportation Map. Provide and distribute physical and electronic copies of the City's existing bikeway facilities, neighborhood greenways and safe routes to school along with information about public bicycle parking facilities and mobility hub facilities.	DOT Systems, Planning, DOT Bikeways, Metro, Council Offices	4.14	Communication
C.6	Citywide Bicycle Transportation Website. Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information.	DOT	4.14, 1.6	Communication
C.7	Multi-Modal Access Campaign. Develop a Multi-Modal Access Campaign, in collaboration with Metro, SCAG and other transportation providers, to highlight the availability (all day, every day) of multiple transportation options (transit, vanpool, car share, bikeshare, bicycling, walking, etc.) across the region.	Metro, SCAG, DOT, BBB, Culver City Bus, Metrolink, Foothill Transit, Orange Transit, Gardena Transit	3.5, 4.11	Communication
C.8	Neighborhood Network and Business District Maps. Work with local Business Improvement Districts, Neighborhood Councils, Homeowner Associations and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the existing bikeways, neighborhood network streets, and bicycling supportive businesses.	DOT, Council Offices	4.14	Communication
C.9	Poster Campaigns. Promote awareness of the various networks, streetscape, and green or "great street" improvements through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.	DOT, Mayor's Office, Council Offices	4.14	Communication
C.10	Roadway Safety Campaigns. Conduct outreach citywide to advance vision zero goal.	DOT, LAPD, Caltrans, OHS, LAUSD, LASPD, Council Offices	1.2	Communication
C.11	Timely Information. Provide timely information on current roadway work, including scheduled maintenance, work in progress and completed projects. Use temporary signage, social media, and web banners to warn users and provide detour strategies for vehicles, pedestrians and bicyclists. Promote the State-wide 511 Real Time Travel Information System.	DOT, BOE, BSS, Council	4.2, 1.6, 4.14	Communication

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C.12	Wayfinding, Develop and install a comprehensive way-finding program throughout the City to provide information about transportation routes, schedules, bikeways urban trails, and area amenities including schools, parks, cultural and retail activities.	DOT, DCP, Mayor's Office, BSS, Council Offices	4.14	Communication
C.13	CSTAN. In collaboration with Metro support efforts to promote goods movement traffic to the CSTAN and identify funding to maintain corridors.	DOT	4.14	Communication
D.1	Analysis of Existing Paths. Identify and map paved paths within City parks suitable for bicycling. Emphasize opportunities for gap closures in the active transportation network.	RAP, Council Offices	2.6	Data & Analysis
D.2	Annual Counts of Bicyclists and Pedestrians (Active Transportation). Initiate a long term strategy to count the number and type (by sex, age, disability, income and geography) of bicyclists and pedestrians traveling for all trips on the Networks and other City streets each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coalition (LACBC) in 2009 as the baseline; implement a methodology that is consistent with SCAG and Metro/UCLA Luskin Center.	DOT, DCP, Mayor's Office of Technology, LAPD, Council Offices	4.11, 3.1, 1.4, 2.3, 2.6, 2.15	Data & Analysis
D.3	Semi-Annual Survey. Conduct in-person and on-line interviews annually about active transportation implementation. In particular, identify on-going concerns and listen to suggested improvements. Collect data on problem areas (not just where collisions have occurred but where "near-misses" frequently occur) and identify solutions.	DOT, DCP, Council Offices	4.11, 4.10	Data & Analysis
D.4	Collision Monitoring and Analysis. Annually identify locations with high levels of auto, pedestrian, and bicycle collisions and develop and implement strategies to improve the safety of these areas and reduce overall collision rates. Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources to evaluate the impacts of prior improvements. Use collision data to produce hot zone maps (GIS maps that reflect crash data citywide) and to conduct case studies of potential improvements to reduce collisions. Coordinate engineering and enforcement reporting systems to avoid duplication and/or overlooked emergency room data; with support and data from LAPD, LAFD and LAUSD.	DCP, DOT, LAPD, LAFD, Council Offices	1.1, 4.11	Data & Analysis
D.5	Data Collection Protocols. Establish before and after data collection protocols for all projects.	DOT, DCP	4.6, 4.7	Data & Analysis
D.6	Goods Movement Information. Compile goods movement data from the Port of Los Angeles, Los Angeles World Airport and regional goods movement providers to monitor and assess economic fluctuations.	Port, LAWA	4.12, 4.6	Data & Analysis
D.7	Greenhouse Gas Emission Tracking Program. Quantify total reduction in GHG from vehicle miles traveled reductions. Include data in the Citywide Climate Action Plan and the Climate Action Registry. Maintain a database of completed infrastructure projects; track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.	Mayor's Office on Environment and Sustainability, DCP, Council, SCAQMD	5.1, 5.4, 4.11	Data & Analysis

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D.8	Mountain Trail Spillover and Conflict Resolution Analysis. Conduct a spillover analysis to determine the extent to which mountain biking use spills over onto trails where biking is prohibited. Examine other jurisdictions to understand how they accommodate mountain biking and how they have managed conflicts.	RAP, DPW, Council Offices	1.9	Data & Analysis
D.9	Off-Road and Park Trail Bicycle Database. Develop a database and create maps of mountain and park bicycling trails within and adjacent to the City of Los Angeles.	RAP, DCP, DOT, LAPD, Council Offices	1.9	Data & Analysis
D.10	Revised Traffic Analysis Methodology. Establish a revised Traffic Analysis Methodology (TAM) that takes into consideration a project's location, design and density, based on CEQA revisions, OPR guidelines, and other state/regional authorities	DOT, DCP	5.3	Data & Analysis
D.11	Unimproved/Off-Road Database. Inventory all unimproved roads and determine their suitability for mountain biking and off-road facilities.	RAP, DCP, DOT, LAFD, Council Offices	1.9	Data & Analysis
D.12	Strategic Capital Planning Group. Establish an inter-departmental Group to determine, using data and prioritization criteria, a list of priority projects and match to funding sources.	CAO, DCP, BPE, BSS, BSL, BOE, Council Offices	4.6, 4.11, 4.7, 2.15	Data & Analysis
ED.1	Bicycle Parking Training. Develop a Bicycle Parking Requirement Training Presentation and Handbook and post on the Bicycle website. Provide training sessions to the Departments of Building and Safety, Planning, Engineering, and all other public counter staff on the LAMC bicycle parking requirements.	DBS, DOT, DCP	2.6, 3.8	Education
ED.2	Design Workshops. Host/participate in workshops on active transportation facility design.	DOT, DCP, Council Offices	1.4, 2.2, 4.4, 4.10	Education
ED.3	Goods Movement Awareness. Develop and implement strategies to increase coordination of issues relating to goods movement and increase awareness of economic role of goods movement.	POLA	1.8, 2.8, 4.12, 2.10	Education
ED.4	LAPD Officer Training. Train officers on the rights and responsibilities of all roadway users and improve their ability to evaluate conflicts and collisions between different modal users.	LAPD	1.2	Education
ED.5	Rail Crossing Safety. Work with local and regional passenger and freight services to educate all users about safe at-grade crossing practices.	DOT, Mayor's Office, Council Offices	1.5	Education
ED.6	Roadway Safety Education. Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all City employees, and roadway users on the rights of, and need for safe motoring skills, around non-motorized active transportation uses. Develop educational/promotional materials to inform roadway users about the benefits of active transportation facilities.	DOT, POLA, LAUSD, GSD, LAPD, Council Offices	1.1, 1.2, 1.4	Education
ED.7.	Roadway Safety Public Service Announcements. Continue to produce a series of Roadway Safety Public Service Announcements (PSAs) for distribution on television, radio, and outdoor signage.	DOT, LAPD, ITA	1.1, 1.2, 1.5	Education
ENF.1	Commercial Loading Zones. Target enforcement efforts against parking by vehicles not in the act of loading/unloading in Commercial Loading Zones.	DOT	2.10	Enforcement

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ENF.2	Enforcement Stings. Target enforcement efforts against unsafe behavior by roadway users, especially in school and commercial loading zones. Publicize the stings to encourage healthy interaction among all roadway users.	LAPD, Council Offices	1.1	Enforcement
ENF.3	Local Truck Use. Target enforcement efforts against truck use on local streets where cut-through traffic has been expressly forbidden.	DOT, LAPD, Council Offices	1.8	Enforcement
ENF.4	Speed Limit Enforcement. Execute speed limit enforcement checks 48 hours prior to calculating prevailing speeds in Engineering and Traffic Surveys used for adjusting speed limits.	LAPD, DOT	1.4	Enforcement
ENF.5	Truck Inspection Areas. Develop a Truck Inspection Program in coordination with Highway Patrol and Port of Los Angeles.	DOT, POLA, LAPD	2.8, 4.12	Enforcement
ENF.6	Enforcement Program. Utilize LAPD and LADOT Traffic Officers to identify bicycle lane parking violations and issue citations.	LAPD, DOT, DPW	1.1	Enforcement
ENG.1	ATSAC. Continue to implement and update as needed the City's signal management program (ATSAC) to monitor and manage the traffic flows.	DOT	4.11, 4.2	Engineering
ENG.2	Bicycle-Sensitive Detectors. Continue to install bicycle sensitive detectors at all actuated signal controlled intersections, including pavement markings for bicyclists.	DOT	2.6, 1.2	Engineering
ENG.3	Transit Enhanced Network. Collaborate with transit providers to implement the TEN, an approximately 300 mile network of roadway improvements to provide a frequent and reliable bus system that interfaces and supports the fixed-transit lines.	DOT, DCP, Metro, Mayor's Office, Council Offices	2.5	Engineering
ENG.4	Bridge Design Program. Incorporate bicycle and pedestrian facilities when designing new or retrofitting bridges. Particular attention to bridge underpasses that cross existing or future bicycle/walking paths to ensure design integration.	DOT, BOE	2.12	Engineering
ENG.5	Caltrans Design. Work with Caltrans to develop and implement design improvements to freeway entrances and exit ramps to transition motorists from freeways speeds to an urban environment that includes vulnerable roadway users.	DOT, Caltrans	1.1, 1.4, 2.2	Engineering
ENG.6	Bicycle Enhanced Network. Create and maintain an interconnected bicycle network of 150 miles of bicycle paths and 300 miles of protected bicycle lanes to provide a regional low-stress bicycle system.	DOT, DCP, Council Offices	1.4, 2.6, 4.14	Engineering
ENG.7	Flexible Installation Standards. Use engineering judgement and the approval of the City transportation engineer or designee, in lieu of warrants, to install facilities that will improve safety and comfort for bicyclists and pedestrians.	DOT, City Attorney, Caltrans, BOE, BSS, BSL	1.4, 2.1, 2.2	Engineering
ENG.8	Grade Crossing Elimination. Work with Southern California Regional Railroad Association (MetroLink) as well as with freight rail operators to eliminate rail/ street at-grade crossings on regional passenger rail and freight lines.	BOE, Port of LA, DOT, FRA, FTA, FHWA, CPUC, Metro, Expo Authority, City Attorney, Railroad Owners and Operators.	1.5	Engineering

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ENG.9	Green Alleys Program. Continue the Green Alleys program to introduce low-impact development stormwater features and improve the overall quality and safety of neighborhood alleys.	BOS, DOT, LASAN, Council Offices	5.5, 2.3, 1.2, 1.7	Engineering
ENG.10	Industrial Street Infrastructure. Provide adequate street infrastructure in established industrial areas; revise geometric design standards for intersections in/around industrial areas with high truck volumes.	DOT, DCP, BOE	1.7, 1.8, 2.8	Engineering
ENG.11	Manual of Policies and Procedures. Update LADOT Manual of Policies and Procedures to incorporate innovative engineering standards and traffic control devices (for all modes of transportation) included in the City's Complete Street Design Guide. Regularly update both manuals as new standards and devices are adopted by the California Traffic Control Devices Committee in the MUTCD and/or the CA Highway Esign Manual and/or Federal Highway Administration.	BOE, DOT, DCP, LASAN	2.2, 1.4, 1.2	Engineering
ENG.12	Complete Street Design Guide (CSDG). Utilize the CSDG to guide decisions about specific complete street enhancements and potential cross-section designs of streets on the BEN, Bicycle Lane, TEN, PED, and VEN networks.	DCP, BOE, DOT, LASAN, LAPD, LAFD	2.2	Engineering
ENG.13.	Neighborhood Traffic Calming and Slow Zones. Establish a proactive neighborhood traffic management program and institute "slow zones" in targeted areas. Support and advocate for 20 new zones.	DOT, DCP, CLA, LAPD, Council Offices	1.4, 2.4, 3.1, 3.2	Engineering
ENG.14	Neighborhood Enhanced Network. Implement the NEN, an approximately 800 mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been prioritized to fill gaps in the protected bicycle lane system defined by the Bicycle Enhanced Network.	DOT, DCP, LASAN, Council Offices	2.4, 3.1, 3.2	Engineering
ENG.15	Vehicle Enhanced Network (VEN). Implement the VEN, an 80 mile roadway system of existing city streets that have been prioritized for vehicular movement due to their ability to improve vehicular access to the regional freeway system.	DOT, DCP, BOE, BSS, Council Offices	2.7	Engineering
ENG.16	Los Angeles River. Implement Greenway 2020 (a locally led effort to complete the bicycle path along the entire 32 mile stretch of the Los Angeles River by 2020.) and Los Angeles River Greenway Trail to provide a multi-generational trail and provide active transportation options to disadvantaged communities.	RiverWorks Team and local non-profit partners, Council Offices	2.3, 2.4, 2.6, 3.1	Engineering
ENG.17	Bicycle Lane Network. Implement and maintain an interconnected 700 mile bicycle lane system 300 of which are intended to be upgraded to protected bicycle lanes. See above BEN.	DOT, DCP, Council Offices	1.4, 2.6, 4.14	Engineering
ENG.18	Pedestrian Enhanced Districts. Implement pedestrian improvements on targeted intersections and arterial street segments based on a set of criteria.	DOT, DCP, LASAN, Council Offices	2.3, 3.1, 3.2	Engineering

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ENG.19	First Mile/Last Mile Transit Connectivity Program. Install pedestrian and bicycle connectivity improvements at every major Metro transit station by providing enhanced sidewalk amenities such as landscaping, shading, lighting, directional signage, shelters, curb extensions and mid-block crosswalks where feasible, ADA ramps, lead pedestrian interval signal phases, secure bike parking, etc.	DOT, Council Offices	3.5	Engineering
F.1	Commercial Vehicle Related Revenue: Dedicate revenues generated by commercial vehicle fees to roadway-related purposes	DOT	1.7, 4.6	Funding
F.2	Congestion and Cordon Pricing. Evaluate potential revenues and performance improvements in congestion relief from the implementation of congestion or cordon pricing. Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing.	DOT, DCP, Mayor's Office, CLA, SCAG, Council Offices	4.6, 4.8	Funding
F.3	Coordinated Grant Application. Establish a coordinated effort to apply for and administer federal, state, and local transportation grants to provide additional funding to support transportation and streetscape efforts.	Mayor's Office, Council Offices, LADOT, DCP, Public Works	1.2, 4.6, 4.11	Funding
F.4	Funding Reports. Identify the total amount of funding needed to design, construct and maintain transportation related priority projects on an on-going basis. Identify existing sources of funds and evaluate funding gaps.	CAO, DOT, BOE, BSS, BOS	1.7, 4.6	Funding
F.5	Maintenance Options. Establish procedures and protocols to facilitate partnerships with community groups and the private sector to provide maintenance of street investments; encourage the utilization of assessment districts by local non-profits or businesses to fund and maintain specific infrastructure improvements	DOT, BOE, BSS, LASAN Council Offices	4.10, 4.6	Funding
F.6	Priority Grading System (PGS). Pursue funding for projects based upon the criteria established by the PGS as defined by the Strategic Capital Planning Group.	DOT, DCP, BOE, BSS, BSL, LASAN	1.7, 4.6	Funding
F.7	State Highway Control. Identify funding, and initiate process with Caltrans to transfer oversight of, and improve State Highways within the City limits including Lincoln, Santa Monica, Venice and Topanga Canyon Boulevards.	Mayor's Office, DOT, DCP Council Offices	2.13, 4.6,	Funding
F.8	State Highway Funding. Coordinate with Caltrans, other local, regional, state and federal agencies, and the private sector to identify and implement funding alternatives for the City's transportation network including the State highway system.	Mayor's Office, DOT, DCP Council Offices	2.13, 4.11, 4.6	Funding
F.9	Active Transportation Funding. Update Mobility Plan every five years to stay competitive for state funding of active transportation grants.	DCP, DOT	1.2, 2.15, 4.6	Funding
L.1	Advocacy for Funding Multi-Modal Infrastructure Projects. Aggressively advocate for continued and expanded Federal, State, Regional, and Local funding for multi-modal transportation programs and infrastructure projects in transportation legislation. Ensure representation of issues with City's lobbyists in Sacramento and Washington DC.	Mayor's Office, City Council, CLA	1.2, 3.5, 4.6	Legislation

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L.2	Legislation Monitoring. Continually monitor and develop state and federal legislation to support or oppose legislation that could impact plan/project implementation.	DOT, DCP, Mayor's Office, CLA	4.1.1, 4.6	Legislation
L.3	Posted Speed Limit Reductions. Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.	Mayor's Office, CLA	1.4, 1.2, 3.2	Legislation
L.4	Resetting Speed Limits. Evaluate the effectiveness of the State's speed limit requirements on street safety and performance.	DOT, City Attorney	1.4	Legislation
L.5	Tailpipe Emission Legislation. Support legislation to reduce tailpipe emissions from cars and trucks.	Mayor's Office, CLA, SCAQMD	5.3, 5.4	Legislation
L.6	Vehicular Travel Safety Training. Work with the Los Angeles County Superior Court to develop a program that offers training on driving behavior around other users of the roadway to motorists receiving citations and/or involved in collisions with non-auto modes.	DOT, City Attorney, Council Offices	1.1	Legislation
L.7	Local Street Speed Limit. Advocate for and support for a 20 mph speed limit on all local streets within California.	DOT, City Attorney	1.4	Legislation
MT.1	Bicycle Path Maintenance Program. Regularly inspect and maintain Class I bicycle paths.	DOT, BOE, Council Offices	1.7	Maintenance
MT.2	Crosswalk Maintenance. Implement a crosswalk upgrade and maintenance program to ensure all crosswalks are kept to City standards. See Street Design Manual.	DOT, Council Offices	3.2, 1.7	Maintenance
MT.3	Mandeville Canyon Park. Maintain off-road bicycle trails in Mandeville Canyon.	RAP	1.9	Maintenance
MT.4	Notification System. Develop a coordinated interdepartmental maintenance and response program for the City's network of roads and bikeways; continue to utilize DPW service request forms and the 311 System for the public to directly inform the City.	Mayor's Office, BSS, BOE, Council Offices	4.1, 4.2	Maintenance
MT.5	Pavement Preservation Program. Annually fund a baseline pavement preservation program that provides for major rehabilitation (resurface and reconstruction) and preventive maintenance (crack and slurry seal). Make annual schedule public and easily accessible on the BSS website. Prioritize bikeways and other areas of high need. BSS to Coordinate non-emergency resurfacing with other departments one year in advance.	BSS, Council Offices	1.7, 4.6	Maintenance
MT.6	Sidewalk Cleaning. Work with local businesses and community organizations to maintain sidewalks, along arterials, free of debris	Mayor's Office, BSS, Council Offices	1.7, 4.10	Maintenance
MT.7	Sidewalk Repair. Implement a sidewalk improvement program to bring up all existing degraded sidewalk sections to City standards and implement a program to ensure that future degraded sidewalk sections are promptly identified and repaired in a timely manner.	BSS, Council Offices	1.7	Maintenance
MT.8	Street Services Budget Allocation Formula. Continue to utilize the Bureau of Street Services' Budget Allocation Formula that allows for the equalization of pavement conditions citywide.	BSS	1.7	Maintenance

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MT.9	Street Trees. Implement a tree trimming cycle for all street trees within the public ROW. Use Priority Grading System to prioritize streets.	BSS	1.7, 2.3	Maintenance
MG.1	Five Year Mobility Plan Implementation Report. Develop and submit a report every five years detailing accomplishments of prior five years and prepare a proposed work plan for the next five year cycle.	DCP, DOT, BOE, BSS, BSL, BOS, Council Offices	4.7	Management
MG.2	Green Streets Committee. Continue the Green Streets Committee to identify and evaluate the effectiveness of existing green street features and to continue to identify funding and location options in which to upgrade with green street features.	DOT, DCP, BOE, BSS, LASAN	5.5, 4.6, 4.7	Management
MG.3	Off-Peak Deliveries. Identify and Implement incentives to encourage off-peak hour delivery operations.	DOT, DCP, Mayor's Office	2.10	Management
MG.4	Regional Cooperation. Work cooperatively with adjoining jurisdictions and agencies to coordinate transportation related planning and implementation activities to ensure regional connectivity.	DOT, DCP, Metro, Mayor's Office, SCAG	3.7, 4.11	Management
MG.5	State Highway Management. Collaborate with Caltrans on any modifications to the State highway system necessary to accommodate new development or on any modifications to City's transportation network.	DOT, DCP, Caltrans, Council Offices	2.13	Management
MG.6	State Highway Management continued. Cooperate with Caltrans to identify State highway deficiencies and associated improvement plans, to be used in the City's long range planning and individual project review.	DOT, DCP, Caltrans, Council Offices	2.13, 4.11	Management
MG.7	Transportation Management Organizations. Continue to work with businesses and future development projects to establish geographically and/or industry based Transportation Management Organizations throughout the City for the purposes of implementing a coordinated transportation demand management program.	DCP, DOT, Council Offices	4.9	Management
MG.8	Non-Ownership Models for Vehicle Mobility. Support existing and future innovations that support access to vehicle mobility without the cost and responsibility of ownership.	DOT, Metro, BIDS, Chambers of Commerce, Departments of Aging and Disability, User Groups, Council Offices	4.1, 4.2, 4.10, 5.2, 5.4	Management
O.1	City Fleet. Convert the City's, including proprietary departments, fleets into alternative fuel, very- low and zero-emission vehicles.	GSD, LAWA, POLA, DPW	5.3, 5.4	Operations
O.2	City Work-related Trips. Instruct departments to establish protocols to facilitate the use of transit for short trips (< 5 miles during work hours when the employee does not need to transport materials). Facilitate non-vehicular alternatives to City employees for work-related trips.	Mayor's Office, GSD, Council Offices	4.8, 4.9	Operations
O.3	Construction Zone Standards. Implement and expand upon standard procedures as defined in the MUTCD to ensure safe bicycle and pedestrian travel through construction zones and detours.	DOT, BSS, BOE, DWP, POLA, Utilities, Council Offices	1.6	Operations

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O.4	Feeder Network/Transit Circulator (DASH System and Commuter Express). Coordinate local bus transit services so as to provide neighborhoods with local feeder buses where the roadway system permits.	DOT	3.4	Operations
O.5	Flyaway Shuttle. Continue the Flyaway Shuttle service from Westwood, Van Nuys, Expo, La Brea and Union Station locations, and evaluate other regional locations, such as San Pedro, for expanded service.	LAWA	3.4, 3.6, 3.7	Operations
O.6	Operational Efficiencies. Establish and strengthen public/private partnerships (with the goods movement industry) to coordinate and improve operational efficiencies for the movement of goods. Work could include the implementation of incentives to encourage off-peak and extended hour Port operations, an appointment system, the consideration of short-haul intermodal rail operations, and the establishment of an Advanced Transportation Management and Information System (ATMIS) which would include changeable message signs and video surveillance.	DOT, POLA, Mayor's Office, Council Offices	2.8, 4.10	Operations
O.7	Region-Wide Traffic Control Center. Link all of the traffic control centers in region on a 24 hour basis.	Mayor's Office, ITA, DOT, Metro, Caltrans.	4.1, 4.2	Operations
O.8	Shuttle Bus. Work with special event providers, employers and community-based organizations to identify and implement shuttle bus programs to serve as a first-mile, last-mile solution between transit stations and special events and/or specific populations. Continue programs like Cityride, to provide transportation assistance for senior citizens and individuals with disabilities.	DOT, Mayor's Office, DOA, Council Offices	3.2, 3.4, 3.5	Operations
O.9	Signal Timing. Identify opportunities to re-time street signals to provide safer speeds, improve safety for all, and create smoother traffic throughput. Identify opportunities to re-time street signals to allow longer crossing times for bicyclists and pedestrians in large intersections.	DOT, Council Offices	1.4, 2.3, 2.5, 2.6	Operations
O.10	Transit Coordination. Actively collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing, shared fare systems, and stops and loading areas.	DOT, IT, and other transit providers, Mayor's Office	3.4, 4.11	Operations
O.11	Transit/Event Coordination. Facilitate collaboration between regional transit partners and event providers to provide and promote awareness of additional and timely transit service before and after large events.	DOT, Council Offices	4.2, 3.4	Operations
O.12	Improve the Flow of Freight Traffic. Identify and implement strategies to facilitate the flow of freight traffic.	DOT, Council Offices	2.8	Operations
O.13	Truck Inspections and Service Patrol. Identify locations for temporary and long-term truck inspection stations and Implement a Truck Service Patrol Program to remove disabled commercial trucks from freeway lanes.	DCP	2.8	Operations
O.14	Improve the Flow of Passenger Traffic. Identify and implement strategies to provide reliable travel times during peak hours and during special events.	DCP, DOT, Council Offices	2.5, 3.4	Operations

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O.15	Zero Emission Truck Collaborative (ZETC). Promote consistency among public agencies in working to catalyze the development and deployment of zero emission trucks in the region.	POLA, Metro, AQMD, POLB, Caltrans, SCAG and Gateway Cities COG.	5.4, 5.1	Operations
PK.1	Creative Parking Solutions. Work with communities, businesses, and organizations to identify and implement creative strategies to resolve parking conflicts in areas with high-parking demand.	DCP, DOT, Council Offices	4.13, 4.10	Parking/ Loading Zones
PK.2	Curb Parking Conversion. Standardize processes to facilitate the conversion of curb parking spaces for other uses such as parklets, plazas, bike corrals and docking stations for bicycle sharing, especially in high volume areas of pedestrians and bicyclists.	DOT, BOE, DCP, LASAN, Council Offices	2.1, 3.8, 3.11	Parking/ Loading Zones
PK.3	Individualized Parking Requirements. Permit businesses to identify their respective parking demand and establish criteria whereby projects can reduce on-site parking through the inclusion of a package of transportation demand management strategies.	DCP, DOT	4.8,, 4.9	Parking/ Loading Zones
PK.4	LA Express Park. Continue LA Express Park system using real-time technology to increase awareness of the availability of parking spaces.	DOT, BIDS, Chambers of Commerce, Council Offices	4.13	Parking/ Loading Zones
PK.5	Meter Pricing. Establish demand based meter pricing to maximize efficient use of on-street meters.	DOT	4.13	Parking/ Loading Zones
PK.6	Neighborhood Parking Districts. Explore modifying some Neighborhood Parking Districts to permit the utilization of residential streets for metered commercial parking and direct revenue to specific neighborhood improvements.	DOT, DCP, City Attorney, Council Offices	4.13	Parking/ Loading Zones
PK.7	Off-Street Loading. In non-industrial areas, require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings and undergoing extensive renovations and/or expansion, whenever practical.	DCP	2.10	Parking/ Loading Zones
PK.8	On-Street Loading. Encourage the designation of on-street loading areas, through removal of curb parking, in established industrial areas where off-street loading facilities are lacking. Update the Commercial Loading Zone Ordinance (see B-2, page 6, 2-14 of Mayor's Task Force-Mar 2004)	DOT, DCP, City Attorney, Council Offices	2.10	Parking/ Loading Zones
PK.9	Pedestrian Design Features in Parking Areas. Update zoning code to require the inclusion of pedestrian design features into all parking lots and provide safe, clear paths of travel from parking lots and/or structures to the associated buildings and/or uses. Ensure that all features are ADA compliant.	DCP	2.3, 3.1	Parking/ Loading Zones
PK.10	Pedestrian Improvement Incentives. Establish an incentive program to encourage projects to retrofit parking lots, structures and driveways to include pedestrian design features.	DCP	2.3, 3.1, 4.13,	Parking/ Loading Zones
PK.11	Reduced Size Parking. Develop parking, design, and replacement parking standards for reduced size vehicles (e.g. sub-compact cars, scooters, motorcycles, bike corrals) in residential and non-residential developments as well as public parking facilities and public rights-of-way.	DCP	4.13	Parking/ Loading Zones
PK.12	Shared Off-Street Parking. Facilitate the shared utilization of privately owned off-street parking facilities.	DOT, City Attorney, BIDS, DCP, Council Offices	4.13	Parking/ Loading Zones

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PK.13	Transit Area Parking Reductions. Reduce parking requirements for developments that locate near transit (e.g. within a half-mile of a transit stop) or a major bus stop and provide facilities to enable pedestrian, bicycle and disabled access. Parking requirement reductions are being reviewed as a potential component of the Central City and Central City North Community Plans.	DCP	4.13	Parking/ Loading Zones
PK.14	Unbundled Parking Options. Evaluate potential for the unbundling of parking from rental or purchase options for all new multi-family development.	DCP	4.13	Parking/ Loading Zones
PK.15.	Accessible Parking in Residential Areas. Update policies and guidelines for accessible parking in residential areas.	DOT, DCP, City Attorney, Council Offices	3.2, 3.3, 4.13	Parking/ Loading Zones
PK.16.	Park and Ride. Expand the park and ride network.	Dot, Caltrans, Metro	3.4, 3.5, 4.13	Parking/ Loading Zones
PL.1	Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.	DCP	3.9, 4.3	Planning & Land Use
PL.2	Local Access. Explore opportunities to incorporate community assets (food, retail) in locations immediately adjacent to residential areas to promote local walking and biking trips and reduce VMT.	DCP, Council Offices	3.3, 1.2, 5.2	Planning & Land Use
PL.3	Mixed-Use. Encourage mixed-use residential, employment and commercial serving uses where appropriate to facilitate increased utilization of walking, bicycling, and transit use.	DCP, Council Offices	3.3, 1.2, 5.1	Planning & Land Use
PL.4	Network Additions. Identify bicycle, neighborhood, and transit enhanced streets and pedestrian enhanced areas in Community Plan updates to provide local complements to the Citywide Transit Neighborhood, and Bicycle Enhanced Networks, and Pedestrian Enhanced Destinations and increase access to area amenities including medical, schools, parks, major employment centers, and community facilities through continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities.	DOT, DCP, Council Offices	3.3, 2.3, 2.4, 2.5, 2.6, 1.2	Planning & Land Use
PL.5	Pedestrian Safety Action Plan. Develop a Pedestrian Safety Action Plan for that enhances mobility and accessibility for pedestrians.	DOT, Mayor	3.1, 2.3	Planning & Land Use
PL.6	Regional Transportation Plan. Coordinate with Metro and SCAG on the development of the Regional Transportation Plan, Sustainable Communities Strategy, and the Long Range Transportation Plan.	DCP, DOT, LASAN, Metro, SCAG	4.11	Planning & Land Use
PL.7	Transit Coordination. Continue to work with Metro and various Construction Authorities on station location, portal siting, station access, support features and parking strategies that maximize ridership and transit revenue.	DCP, DOT, Metro, other bus providers	4.11, 3.7	Planning & Land Use
PL.8	Transit Neighborhood Plans. Adopt and implement Transit Neighborhood Plans that enhance access to transit stations and set new zoning regulations to effectuate appropriate mixes and scales of uses as well as site design.	DCP	3.3	Planning & Land Use

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PL.9	Transportation Demand Management Ordinance Revision (TDM). Update the TDM ordinance (LA Municipal Code 12.26.J) to expand the number and type of projects required to incorporate TDM strategies and expand the number and variety of available TDM strategies. Include bicycle parking and other bicycle use incentives as a TDM measure to mitigate traffic/vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects. Continue to require eligible projects to provide work-trip reduction plans and parking cash-out programs in compliances with ACMD's Regulation XV.	DCP, DOT	4.8	Planning & Land Use
PL.10	Truck Staging Facilities. Identify locations within the City where regional truck staging and service facilities are permitted and address solutions to illegal freight staging practices.	DOT, DCP, Council Offices	1.8, 2.10	Planning & Land Use
PL.11	Union Station Master Plan. Continue to work with Metro to complete the Union Station Master Plan and implement Connect US. Connect US is a strategy to improve active transportation options to and from Union Station.	DCP, DOT, Mayor's Office, Council Offices	3.6	Planning & Land Use
PL.12	Greenways to Rivers Arterial Stormwater System (GRASS). Establish a stormwater greenway planning network and an intergrative planning tool for Los Angeles' One Water Plan.	DCP, DOT, Mayor's Office, Council Offices	5.1, 5.5	Planning & Land Use
PL.13	Special Street/Alley Treatments. Explore the use of special materials used within public right of ways.	DCP, DOT, DPW	2.1, 2.2	Planning & Land Use
PL.14	Community Engagement - Conduct extensive community engagement, develop detailed operational studies and design options and undertake additional environmental analysis for the following network segments within the Council District Four boundaries before implementing any street modifications: Meirose Avenue between Highland and Western Avenues; Lankershim between 134 Freeway and Cahuenga Boulevard, 4th Street between Highland and Western and segments of the BEN and/or TEN within the boundaries of the Sherman Oaks Neighborhood Council. The Council office and community stakeholders would play a critical role in finalizing any plans or projects for these corridors. Alternative parallel corridors, in lieu of the ones identified here, may be considered as potential network substitutes during this process.	DCP, DOT, Community Stakeholders, Council Office	4.4	Planning & Land Use
PS.1	Plazas/Paseos. Identify temporary and/or permanent opportunities to establish car free zones and/or plazas/paseos/play streets in select locations around the City. Play streets provide an opportunity to open public spaces to families and residents in park-poor communities without fear of conflicts with motor vehicles.	DCP, DOT, Council Offices	3.11	Public Space
PS.2	Great Streets. Continue to support the Mayor's Great Streets Initiative by creating a comprehensive matrix of project elements and associated costs, outlining an implementation timeline, tracking project impacts, evaluating funding strategy, and strategizing the coordination of city services to Great Streets.	DOT, BOE, BSS, LASAN, RAP, DCP, DCA, DPW, BSL, EDD, Council Offices	2.15, 3.11	Public Space
PS.3	Pedestrian Loops. Explore the development of a connected network of walking passageways utilizing both public and private spaces, local streets and alleyways to facilitate circulation.	DOT, BOE, BSS, RAP, DCP, DPW, Council Offices	3.9, 3.10, 3.11	Public Space

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PS.4	People Street. Continue the People Street program for community partners to repurpose underused portions of streets (below the curb) using cost effective materials into temporary plazas, parklets, bike parking, and other public spaces.	DOT, BOE, LASAN, BOS, RAP, Council Offices	4.10, 3.11	Public Space
PS.5	Recreational Rides. Organize and lead local and citywide recreational rides ranging from 5-30 miles. Prioritize routes that include the Green, Bicycle Enhanced or Neighborhood Networks.	RAP, LAPD, Mayor's Office, Council Offices, DOT, BOE, Bicycle non-profits	2.6	Public Space
PS.6	Open Streets. Establish procedures and protocols to support and expand non-profit efforts to coordinate and plan frequent and predictable events.	Mayor's Office, Council Offices, RAP, DOT, DPW, LAPD, LAFD	3.11	Public Space
S.1	Active Transportation Education. Coordinate with LAUSD to incorporate mobility education (for children ages 4-18) into regular physical education curriculum.	DOT, LAUSD, Council Offices	1.3, 1.2	Schools
S.2	Bike, Walk, and Roll Weeks. Support Metro's Bike, Walk, and Roll Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials, post information, and evaluate the progress of the program.	DOT, LAPD, Council, Mayor, LAUSD, Metro, SCAG	1.3, 1.4, 3.1, 4.10, 5.1, 5.2	Schools
S.3	Safe Routes to School. Continue to work/partner with LAUSD, (with support from PTAs and traffic officers) to develop an education program, develop and implement a safe routes to school program and maps and a Comprehensive SRTS Strategic Plan to calm traffic in communities surrounding all elementary, middle and high schools to maximize pedestrian and bicycle convenience and safety. Refer to the Citywide Safe Routes to School Strategic Plan	DOT, DPW, LASAN, support from LAPD, and LAUSD, Council Offices	1.3	Schools
S.4	School Locations. Work with LAUSD and other school providers to site new schools in appropriate locations that can be easily accessed and integrated into the surrounding community.	DCP, LAUSD, Council Offices	1.3, 3.3	Schools
SF.1	Artist Designed Bicycle Parking Standards. Support and develop creative bicycle parking solutions in the public rights-of-way and adopt as city standard guidelines.	DOT, BOE	3.8, 3.11	Support Features
SF.2	Bicycle Parking at Existing Major Destinations. Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.	DOT, Council Offices	3.8	Support Features
SF.3	Bicycle Path Landscaping. Incorporate drought tolerant and low maintenance plant materials along bicycle paths.	DOT, DPW, MRCA, Council Offices	2.6, 5.5	Support Features
SF.4	Bicycle Path Lighting. Adopt and install standard lighting designs for bicycle paths and grade separated bikeways.	DOT, BSL, Council Offices	2.6	Support Features
SF.5	Bicycle Path Mile Markers. Continue to install and retrofit mile markers along bike paths; work with LAPD and LAFD to facilitate emergency response on paths.	DOT, LAPD, LAFD, BOE	2.6	Support Features
SF.6	Bicycle Racks on Taxis. Investigate the integration of bicycles with taxi service by adding bicycle racks on to all of the taxi cabs that are permitted through DOT.	DOT	3.5, 3.8	Support Features

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
SF.7	Bicycle Sharing Network. Work with Metro and other area jurisdictions to launch a Bicycle Share Program. Identify a strategy to enable city staff to access the bicycle share system as a "fleet" option for work related tasks.	Metro, DOT, DCP, Council Offices, Office of the Mayor	2.6, 4.11	Support Features
SF.8	Bicycle Valet. Work with special event providers, employers and community-based organizations to provide bicycle valet services at large public and private special events.	DOT, bicycle non-profits, Council Offices	3.8	Support Features
SF.9	Bus Bike Racks (on/off-board). Work with transit providers to provide solutions for additional bike storage, such as bike rack systems to accommodate at least three bicycles on-board the bus, or permitting bicyclists to board with their bicycles at the rear of the bus.	DOT Transit, Metro, regional transit providers	3.8, 3.5, 4.11	Support Features
SF.10	Essential Transit Components. Include short-term and long-term bicycle parking and way-finding as essential components of all stations.	Metro, DOT	3.8	Support Features
SF.11	Increase Publicly Available Bicycle Parking. Review all City-owned, operated, and leased facilities for compliance with the City's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are present. Continue to implement bicycle parking and corrals at major destinations, especially where demand is already high. Encourage the Los Angeles Unified School District (LAUSD), local four-year universities, and the Los Angeles Community College District (LACCD) to install quality bicycle parking at public schools within the City of Los Angeles.	All	3.8, 1.3, 2.6	Support Features
SF.12	LED Street Lighting. Continue to retrofit existing street lighting infrastructure with energy-efficient LEDs.	BSL	1.7, 2.3, 3.2	Support Features
SF.13	Mobility Hubs/Multi-Modal Transit Plaza. Facilitate the implementation of multi-modal transportation support activities and services in proximity to transit stations and major bus stops, including but not limited to: adequate bus stop and layover space, transit shelters with real-time bus arrival information, bike share docking stations, car share facilities, taxi-waiting/call areas, Wi-Fi service, public showers/toilets, bicycle storage and repair facilities, and food and beverage providers. Develop a coordinated permitting process for the installation of the support features identified above.	DOT/Metro, Council Offices, DCP, Office of the Mayor, DPW	3.5, 4.1, 4.2	Support Features
SF.14	Off-Street Alternative Energy Charging. Continue to support off-street alternative energy charging and fueling stations within privately and city-owned parking and/or fueling facilities.	DOT, DCP, Mayor's Office, DWP	5.3, 5.4	Support Features
SF.15	On-Board Storage. Work with transit providers to provide an on-board location for the storage of shopping bags and/or luggage.	Metro, DOT	3.4, 4.11	Support Features
SF.16	On-Street Bicycle Corrals. Develop bicycle parking corrals in on-street parking spaces as a public-private partnership. Continue implementation of a pilot program and evaluate the feasibility and criteria for widespread use.	DOT, BSS, BOE, Council Offices	3.8, 3.11	Support Features
SF.17	Operator Judgement of Bicycles on Buses. Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather	DOT, City Council, Mayor's Office, BAC, Metro	3.5, 3.8, 4.11	Support Features

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
SF.18	Parking Meter Posts. Develop pilot project to install bicycle parking mechanism on parking meter posts.	DOT Parking	3.8	Support Features
SF.19	Sidewalk Bicycle Parking Program. Continue to install and maintain City-standard bicycle racks on sidewalks. Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets.	DOT, Council Offices	3.8	Support Features
SF.20	Street Furniture Definition. Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities	City Attorney, BSS	1.7, 2.2, 3.8, 2.15	Support Features
SF.21	Street Lighting. Support equitable distribution of funds for appropriate street and/or pedestrian lighting, especially in areas of high crime rate and high volume of pedestrian activities.	BSL, DCP, DOT, Council Offices	1.7, 2.3, 3.2	Support Features
SF.22	Transit District Curbside Management. Manage curb areas adjacent to transit stops to facilitate the loading and unloading of buses, para transit, smart shuttles, van/car pools and taxi queuing. Include curb areas for bicycle parking and car share facilities where space warrants.	DCP, DPW, DOT, Metro & other transit providers	3.5, 3.8, 3.2	Support Features
SF.23	Transit Furniture. Transit furniture shall be prioritized on corridors with the highest rates of public transit ridership; design features shall incorporate aesthetic, comfort, and protection from the elements (sun and rain) considerations. Target the equitable provision of transit furniture throughout the City. Evaluate and pursue all possible alternatives to increase transit furniture in underserved corridors.	DPW, Council Offices	1.7, 2.5, 4.3, 4.6	Support Features
SF.24	Transit Pass. Collaborate with Metro to encourage schools, employers, and residential developers to provide monthly or annual transit passes for their respective students, employees, and residents.	DOT, DCP, LAUSD, Metro	4.8, 4.9, 4.11	Support Features
SF.25	Trash Facilities. Increase the number of trashcans on sidewalks. Work with local business and community organizations to develop an adopt-a-trash can program.	DPW, BOS, Council Offices	1.7, 4.10	Support Features
SF.26	Tree Canopy. Continue to expand the City's tree canopy using tree species that are appropriate for the location, climate, water supply, planting conditions and existing street infrastructure.	LASAN, BSS, BOE, DWP, Tree People, Council Offices	1.7, 3.2, 2.3, 2.4, 3.1	Support Features
SF.27	Turnstile Design. Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.	DOT, City Council, Mayor's Office, BAC	3.5, 4.11	Support Features
SF.28	Bicycle Friendly Businesses. Continue to support Bicycle Friendly Business Program	DOT, Council Offices	2.6	Support Features

Agenda Item 7.a.



Mobility and Public Health

Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Public Health found that the communities of San Pedro, Wilmington-Harbor City, and Harbor Gateway have a 27% prevalence of childhood obesity. The ability to efficiently, safely, and enjoyably walk or bicycle in one's community can have a significant impact on individual activity levels. This Plan promotes active living through pedestrian and bicycling improvements, increased access to parks and green spaces, and supporting safe routes to school.

Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, 2007.

Mobility

Whether walking, riding a bike, taking public transit or driving a car, community members need to find efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to quickly, comfortably travel within the community and region using one or several modes of transportation. One's mobility is enhanced if a range of practical and affordable travel options are available.

The San Pedro Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework Element and the Mobility Plan 2035. These citywide goals include:

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

This chapter introduces the concept of "complete streets," the basis for San Pedro's multi-modal approach to mobility. Official street standards, which govern street dimensions, and refinements to these dimensions, are also described. In addition, the Plan introduces the concept of Priority Streets and suggests certain streets for selected priority modes. San Pedro's mobility goals and policies are organized into the following eight sections:

- Community-wide Goals and Policies
- Walking
- Bicycling
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management
- Recreation and Scenic Highways

Streets

Streets serve many different roles within a community. They are a means to get people to places they need to go via various modes such as bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more; as well as being places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a neighborhood's culture and values. Streets must provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customers' homes or offices. Furthermore, streets accommodate utility and sewer lines and collect and transport water on rainy days.

Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, this Plan encourages a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users, termed "complete streets" by the California Complete Streets Act of 2007.

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accommodation of all roadway users when updating General Plans.

Street Designations and Standards

The City's streets are organized by official standard street designations or classifications, established in the Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. The purpose of these dimensions is to assign appropriate street right-of-way widths, composed of space for sidewalks, street parking, travel lanes, and medians, for each street classification. Figure 4-1, Circulation System, delineates San Pedro's street network by designation and establishes right-of-way widths and dedication requirements.

Actual street dimensions vary from standards due to historic development patterns where streets were built to different, often narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, in places this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle or development activity. Existing non-standard street dimensions, land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standard. In these cases, streets and street segments can be modified as described by the Community Plan to reflect the specific needs of a community. Street classifications and dimensions are summarized in the accompanying text box. Selected modified street designations are illustrated in Figure 4-2, Modified Street Standards.

- Legend:**
- Boulevard II
 - - - Boulevard II Scenic
 - Avenue I
 - - - Avenue I Scenic
 - Avenue II
 - - - Avenue II Modified
 - - - Avenue II Scenic
 - Avenue III
 - - - Avenue III Modified
 - - - Avenue III Scenic
 - Collector Streets
 - Local Streets
 - Freeway
 -  POLA
 - - - Community Plan Boundary

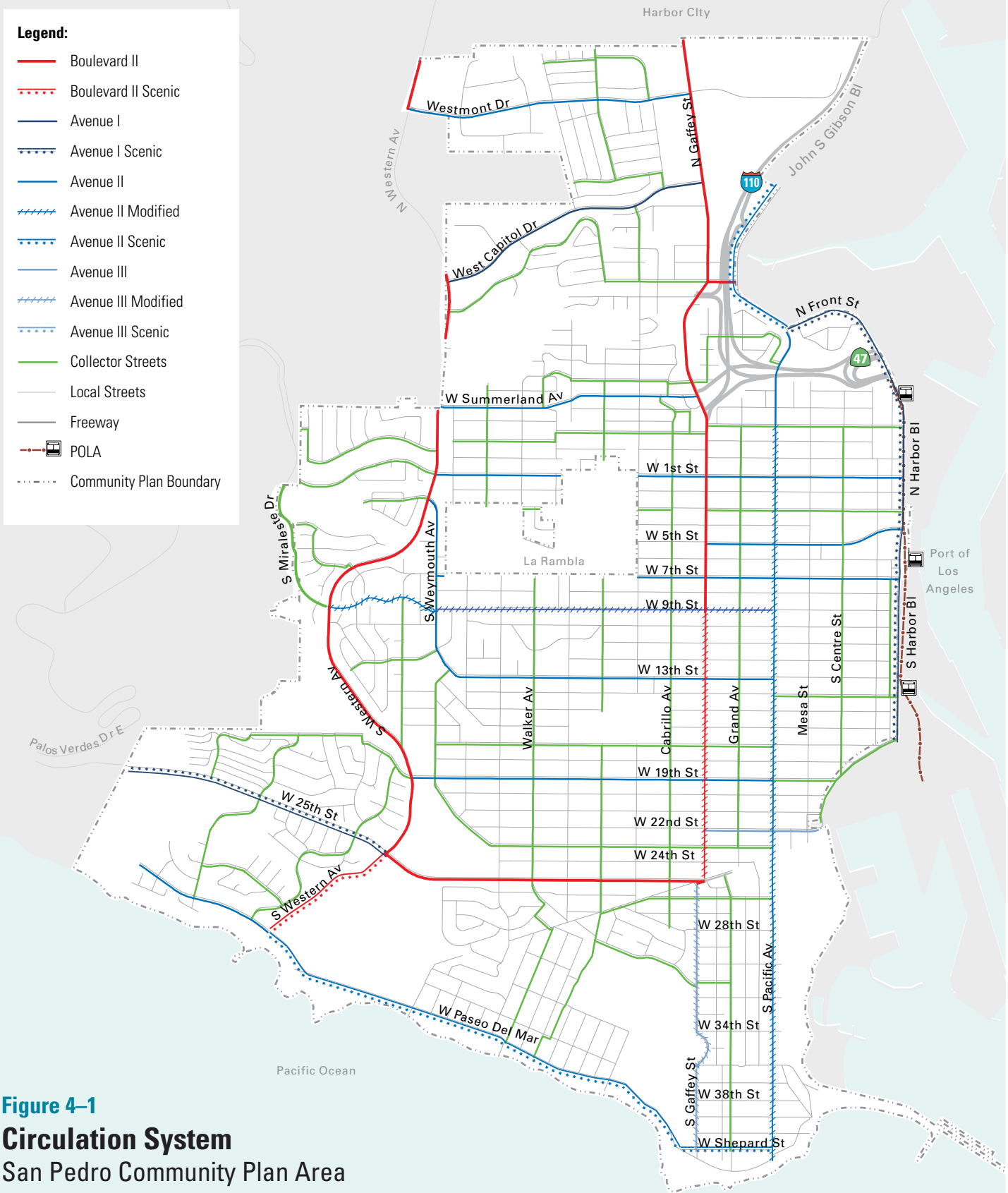
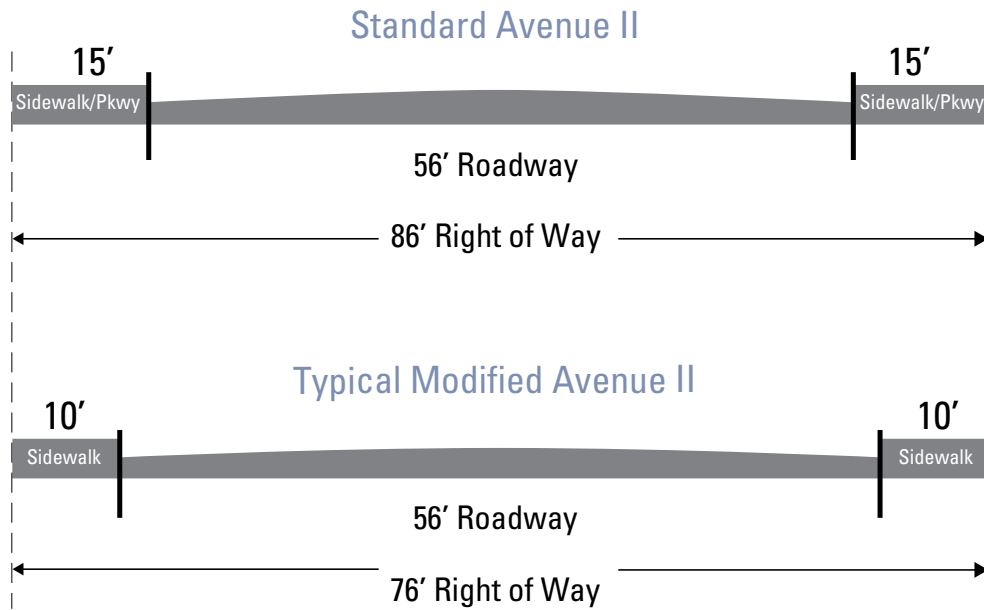


Figure 4-1
Circulation System
 San Pedro Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Avenue II Street Designation Standards



Avenue III Street Designation Standards

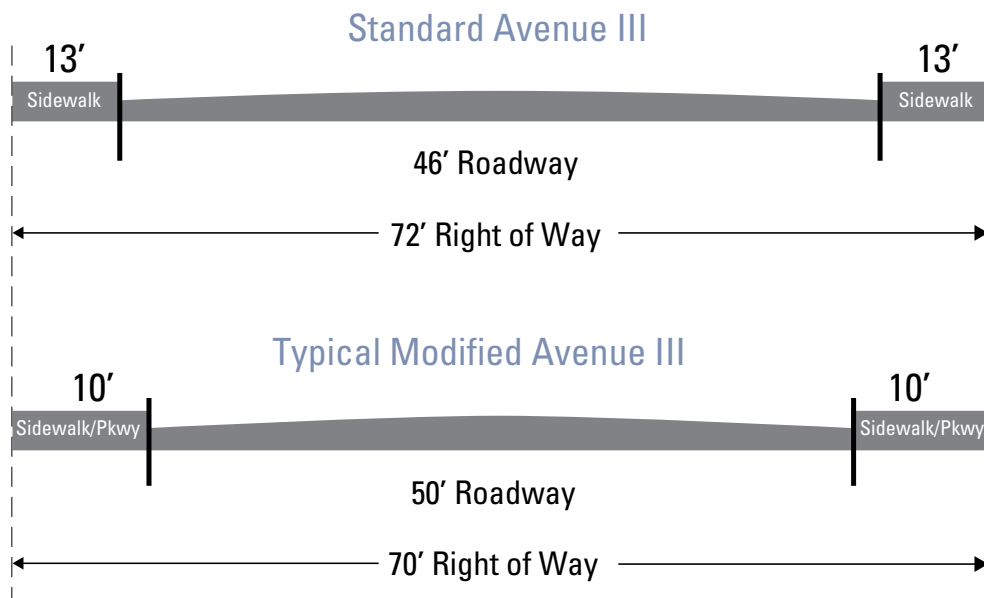


Figure 4-2
San Pedro
Standard and Modified Street Standards

City of Los Angeles Planning Department • June 2013

Not To Scale 

Street Classification

Streets are organized by official standard street classifications established in the Mobility Plan 2035, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I and II. Formerly Major Highway – Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

Avenues I, II and III. Formerly Major Highway Class II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The right-of-way is commonly 100 feet for Avenue I, 86 feet for Avenue II and 72 feet for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along Avenues.

Collector Streets (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate “thru traffic” seeking to avoid congestion on parallel arterial streets.

Local Streets (standard, industrial, and hillside). Local Streets are designed to allow local traffic access to individual properties and/or destinations.

Priority Streets

The Mobility Plan 2035 introduces the concept of prioritized improvements on the Enhanced Network. The Mobility Plan 2035 allows communities to further classify streets at a local level by priority mode or modes of travel, termed Priority Streets. Priority streets are organized by pedestrian, bicycle, public transit, motorized vehicle or goods movement priority. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Priority Streets assist City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. In addition, prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Some streets may be prioritized in their entirety or for selected portions. Street priorities are illustrated in Figure 4-3 Priority Streets, summarized in Table 4.1, Priority Streets, and discussed further in each relevant section in this chapter.

Legend:

- Pedestrian
- - - - Bicycling
- - - - Transit
- Motorized Vehicles
- - - - Goods Movement
- Freeways
- - - - Community Plan Boundary



Figure 4-3
Priority Streets
 San Pedro Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale

TABLE 4-1
San Pedro Priority Streets

Street Priority	Pedestrian	Bicycle	Public Transit	Motorized Vehicles	Goods Movement
5th Street			X		
6th Street	X				
7th Street	X		X		
8th Street	X				
9th Street	X	X			
25th Street		X		X	
Capitol Drive				X	
Front Street					X
Gaffey Street		X		X	X
Grand Avenue		X			
Harbor Boulevard			X		
John S. Gibson Boulevard					X
Pacific Avenue	X		X		
Summerland Avenue		X			
Western Avenue			X	X	
Westmont Drive		X			

Community-wide Mobility Goals and Policies

The San Pedro Community is served by a circulation system of freeways, high capacity roadways, moderate capacity roadways, collector streets, and local streets. Freeway access to San Pedro is provided via the Harbor Freeway (I-110) and the Long Beach Freeway (I-710) in the north-south direction, and Vincent Thomas Bridge (SR-47) in the east-west direction. Situated on a peninsula at the end of the I-110 Freeway, much of San Pedro's traffic is locally-generated. However, regional pass-through traffic is prevalent, with commuters from Palos Verdes and the Peninsula communities, and traffic from the Port of Los Angeles making its way to north-south oriented arterials such as Western Avenue, Gaffey Street, Harbor Boulevard and the I-110 Freeway. These major access routes are used to connect to nearby South Bay cities and the greater Los Angeles area.

San Pedro is a built-out community with a street grid that was largely laid out prior to WWII. Many of the area's streets are in need of enhancements such as sidewalks, bike lanes and streetscape elements. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

A principal mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. Additionally, most of San Pedro's labor force drives to work. Analysis of existing conditions indicated that 92 percent of San Pedro's workers drive to work, with only 3 percent of workers utilizing public transit. The remainder either walked to work or worked at home. The following goals and policies seek to address concerns and ensure a well functioning street network for San Pedro.

Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.

Policies

M1.1 **Complete streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users, as shown in Table 4.1. (P45)

- M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit. (P46)
- M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met. (P47)
- M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P48, P49, P50)
- M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network. (P51)

Table 4-2:
Street Reclassifications and Modifications

Street Name	Specific Location	Existing Designation	New Designation	Objective
Gaffey Street	9th Street to 25th Street	Avenue II	Modified Avenue II	Remove obstacles to future development and achieve consistency with existing and planned development
Gaffey Street	25th Street to Shepard Street	Avenue III	Modified Avenue III	Match existing roadway width and achieve consistency with existing and planned development
9th Street	Miraleste Drive to Western Avenue	Avenue I	Collector	Match existing roadway width and achieve consistency with existing development
9th Street	Western Avenue to Pacific Avenue	Avenue III	Modified Avenue III	Remove obstacles to future development and support bicycle and pedestrian streets
Pacific Avenue	O'Farrell Street to Shepard Street	Avenue II	Modified Avenue III	Support transit and pedestrian streets
Centre Street	1st Street to 7th Street	Avenue II	Collector	Remove obstacles to future development and support pedestrian improvements

Goal M2: A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.

Policies

- M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds. (P107)
- M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. (P108)
- M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable. (P52)



Examples of street furniture and landscaping

Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, improved air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions benefit all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2010, the City adopted the Citywide Design Guidelines, which instructs developers, architects, community members, and decision makers to design new developments with features that encourage pedestrian activity.

Much of the existing pedestrian activity in San Pedro is concentrated around and along routes to the area’s elementary, middle and high schools, especially in the vicinity of San Pedro Senior High and Dana Middle School, which are located adjacent to each other between 15th and 17th Streets, near Gaffey Street. Coastal and beach access routes attract recreational and exercise-oriented pedestrian traffic, particularly on weekends and during the summer, while the Downtown district attracts pedestrians for business and leisure activity, such as shopping, dining and/or other entertainment.

This Plan includes policies for increasing opportunities to walk, as both a means of transportation and recreation, within the San Pedro community. Portions of four streets are identified as Pedestrian Priority Streets and support the development of a “main street” design that emphasizes pedestrian over vehicle circulation. The location of pedestrian priority streets are shown in Figure 4-3, Pedestrian Priority Streets.



Example of building features that encourage pedestrian activity

Pedestrian Priority Streets

Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including Neighborhood Centers, Community and Regional Commercial Centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters, pedestrian signage and lighting and outdoor dining. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.

Goal M3: A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.

Policies

- M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P53)
- M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments. (P54)
- M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night. (P55)
- M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations. (P27, P56)
- M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. (P57)
- M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements. (P58)
- M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate. (P114)



Walking is encouraged by orienting building entrances to the street



6th Street in Downtown San Pedro

Bicycling

Los Angeles is in an ideal position to encourage the use of bicycles. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bicycle, if a safe route exists.

The City's Bicycle Plan, a part of the Mobility Plan 2035, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the 1999 Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.

Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.

Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)
- M4.3 **Bicycle amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)



Southern California possesses excellent climatic conditions for bicycling



Example of bicycle parking



Example of bicycle amenities near transit



Example of a Class I Bike Path

Legend:

-  Bicycle Path
-  Bicycle Lane
-  Neighborhood Street
-  Protected Bicycle Lane
-  Community Plan Boundary

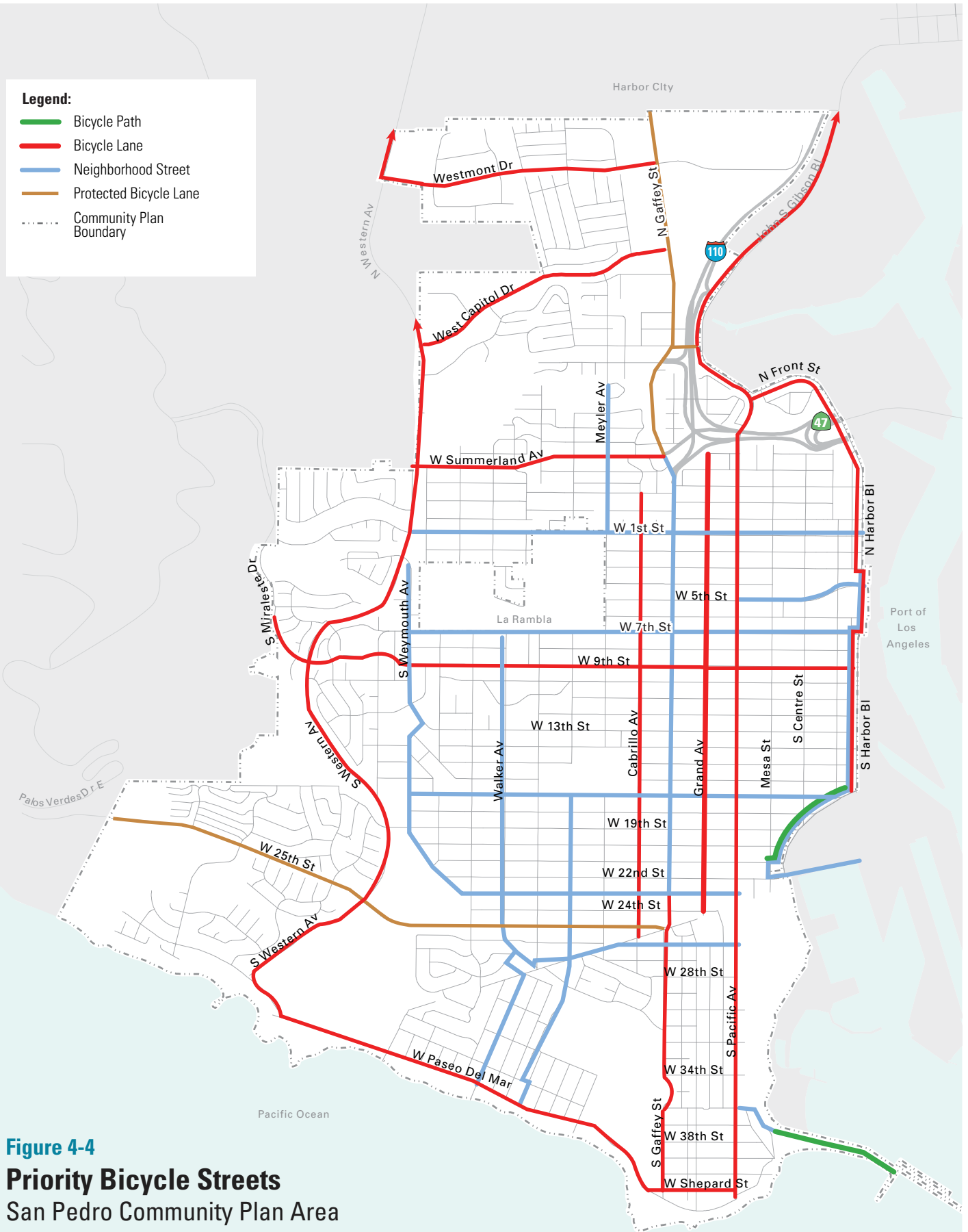



Figure 4-4
Priority Bicycle Streets
San Pedro Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale 

Bikeway Standards

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City’s Mobility Plan 2035, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane “cycle track” classification. See the following for descriptions:

Bicycle Path (Class I Bikeway). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.

Bicycle Lane (Class II Bikeway). Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.

Bicycle Route (Class III Bikeway). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.

Neighborhood Street (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Plan 2035 that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

Protected Bicycle Lane/Cycle Track (Class IV Bikeway). Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention.



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



LADOT provides local bus service



Buses are one of several options for travel



Buses can provide connections to regional destinations

Public Transit

Public transit, including high-speed and commuter rail, subways, light rail, streetcar, bus rapid transit, and express and local buses, is a crucial component of the City’s transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

San Pedro is served by a commuter express route and several local Metro transit routes that run on its arterial streets (Boulevards or Avenues). The closest commuter rail service (to Downtown Los Angeles) is accessed at the Metro Blue Line station in the City of Long Beach. This Plan includes policies that encourage transit-oriented development near major economic activity areas to accommodate growth and reduce the need for driving as well as policies to support a connected transit, pedestrian and bicycle network that offers options for various modes of mobility.

Residents have expressed a desire for improved public transit to Downtown Los Angeles and other parts of the region. Locally, the community has indicated support for the Port of LA’s renovated trolley, the “Red Car”, to be extended into Downtown San Pedro, thus providing an option for San Pedro residents and visitors to access the Downtown without a car.

Goal M5: An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.

Policies

- M5.1 **Transit connections to key areas.** Increase public transit access to Neighborhood Districts, Community Centers and Mixed-Use Boulevards. (P64, P65, P66, P69)
- M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)
- M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan Area and adjacent communities. (P95, P96, P109)
- M5.4 **Private transit.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro.



A historic "Red Car" trolley. Today, red cars run on a 1.5-mile line that connects the San Pedro cruise ship terminal and attractions on the waterfront.

Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.

Policies

- M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)
- M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)
- M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
- M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

Transit Priority Streets

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads and other features to address the extra maintenance issues associated with high volumes of bus traffic.

Motorized Vehicle Priority Streets.

Street improvements for Motorized Vehicle Priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.



Landscaping softens the appearance of parking structures

Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for most local residents. San Pedro's circulation system serves the local community well, but falters during morning and afternoon rush hours, including schools' drop off and pick up periods, due to heavy commuter travel on arterial streets and at the terminus of the I-110 freeway, where the Gaffey Street and Channel off-ramps back up. East-west routes, such as 19th, 9th and 6th streets, carry more locally-generated traffic, while other east-west direction streets, including 1st Street, 25th Street and Summerland Avenue are also congested. Congestion, particularly on Western Avenue, Gaffey Street, Pacific Avenue and at the Harbor Freeway, was mentioned as the community's principal mobility concern.

Increased levels of vehicular congestion and extended peak hour traffic periods have affected each individual's mobility and access to goods and services. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in hillside areas.

An additional mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. This Plan continues policies to coordinate evacuation in an emergency with the Emergency Management Department through an established network of routes and coordinated response.

The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that a continued singular emphasis on motor vehicle mobility is not sustainable.

This Plan proposes to alleviate congestion primarily through reducing demand, via improvements to San Pedro's transit, bicycle, and pedestrian infrastructure; however, selected signal timing and intersection improvements are also suggested. In addition, Plan policies in Chapter Three, Land Use and Urban Design, support the development of more shopping and employment opportunities within walking or biking distance from many of the community's residential areas. Further, greater attention to pedestrian amenities in San Pedro's Downtown can encourage visitors to park once and walk from store to store.

Goal M7: A network of streets and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout San Pedro, particularly on congested corridors.

Policies

- M7.1 **Priorities for capacity enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P93, P97, P98)
- M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P70)
- M7.3 **Access management.** Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P71, P72)
- M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Arterials. (P73)
- M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise. (P74)
- M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. (P23, P75, P76, P77, P78)

Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.

Policies

- M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement. (P79, P111)
- M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P80)
- M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

Neighborhood Traffic Control

The quality of life in residential neighborhoods can be impacted by a preponderance of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended.

Motorized Vehicles and Greenhouse Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3 percent of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

Transportation System Management

Transportation Systems Management is a strategy to optimize the use of the existing street system, through traffic flow and information management tools, including limited roadway widenings and improvements. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the rapid bus system is a prime example of the use of TSM.

Goal M9: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policies

- M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P95)
- M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).
- M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs). (P112)
- M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P113)
- M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P81)

Transportation Demand Management

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM products and services incentivize alternatives to the single-occupant vehicle and often include the following:

- Formation of a Transportation Management Association
- Subsidizing transit costs for employees or residents
- Flex-time work schedules to reduce congestion at peak times
- Employee parking cash-out programs and preferential parking for carpools
- Incentives for walking and bicycling
- Investments in transit infrastructure to increase transit ridership
- Increasing parking prices

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, and to avoid damage to infrastructure and minimize traffic congestion. Significant goods movement priority streets in the community have been illustrated in Figure 4-3 Priority Streets.

The Port of Los Angeles is the region’s gateway for goods, not just to the City, but for goods moving throughout the country. San Pedro’s proximity to the Port affords opportunities for recreation and access to cruise and ferry services. Its proximity also exposes San Pedro’s residents to potential impacts associated with Port operations and goods transport.

Goal M10: A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community’s character and quality of life.

Policies

- M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P99)
- M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P82, P84, P106)
- M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. (P83)

Truck Routes

Truck routes are identified in the Mobility Plan 2035. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.



Container shipping at the Port of Los Angeles



Façade treatments on parking structures provide visual interest



Green roof of a parking structure



Solar panels on top of parking structure

Parking Management

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, the San Pedro Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

Goal M11: An efficient parking supply that serves economic development and facilitates all modes of transportation.

Policies

- M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P94)
- M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P102)
- M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate. (P100)
- M11.4 **Convenient parking.** Provide public parking proximate to transit centers. (P85, P101)

Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.

Policies

- M12.1 **Reduced parking near transit centers.** Consider reductions in parking requirements for projects located within the Downtown Regional Center.

- M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts. (P103)
- M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P104)
- M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Mobility Plan 2035. Adopted City trails are identified in the Public Recreation Plan of the Service Systems Element.

Goal M13: A community with abundant opportunities for exploration of its natural and recreational assets.

Policies

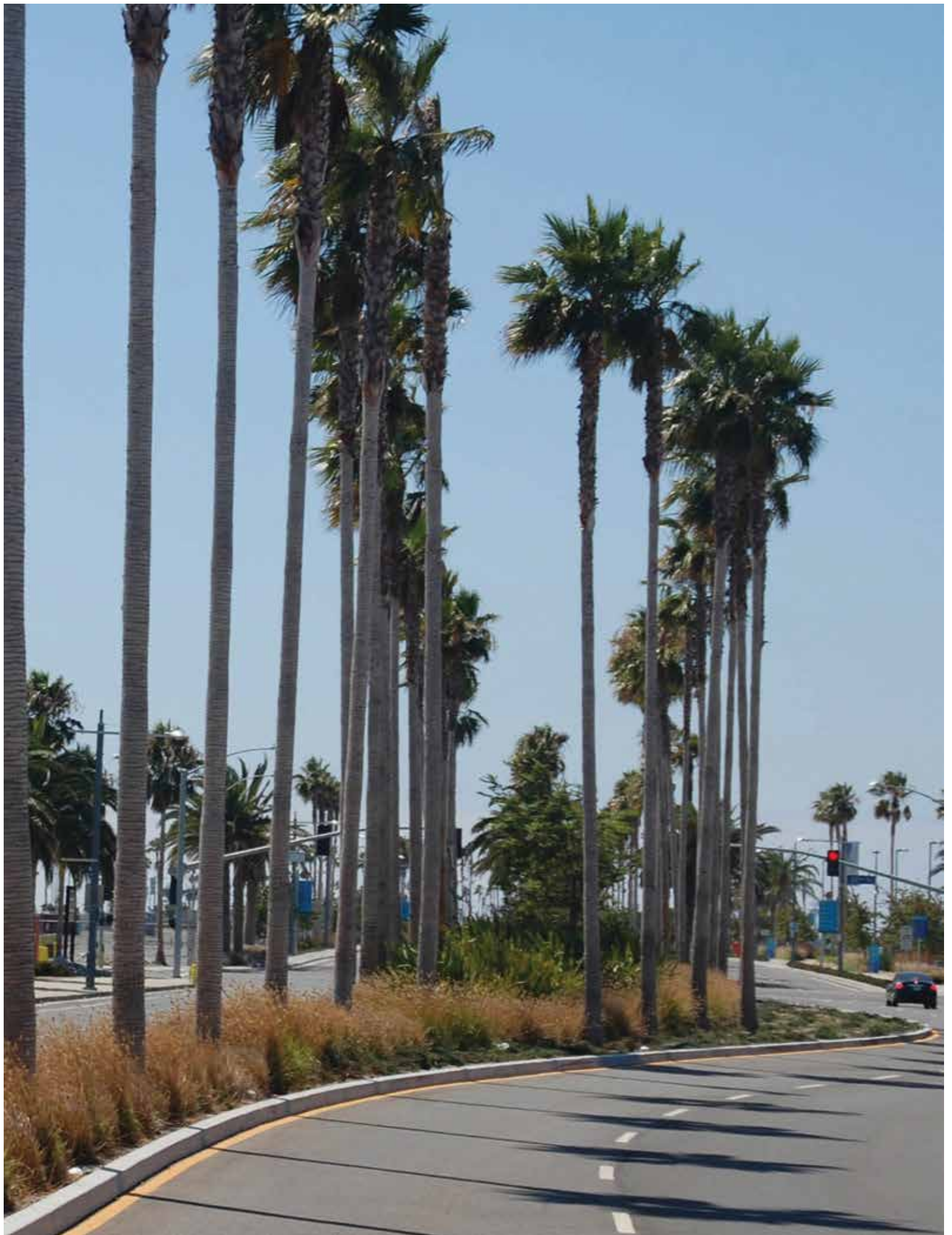
- M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways. (P86)
- M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility. (P87)
- M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P88, P105)



Paseo del Mar



Cabrillo Beach, near San Pedro





5.5 VENICE BOULEVARD

The Venice Blvd segment spans from Lincoln Blvd to Inglewood Blvd. Venice Blvd's street designation is a Boulevard II. Because of Venice Blvd's unique historic character as a divided highway (i.e., its right-of-way is atypically wide and contains a median), the City's Standard Plan for Standard Street Dimensions exempts this portion of Venice Blvd from having to meet its standard street dimension with respect to roadway width (see Footnote 10 in Standard Plan S-470-1). Where the streetscape segment's existing right-of-way condition already meets its standard street dimension, future right-of-way improvements should continue to prioritize the Mobility Plan 2035's policies of providing wider sidewalks and carefully considering the overall implications of any future road widenings. The Venice Blvd segment is also designated on the Mobility Plan 2035's Bicycle Enhanced Network and Transit Enhanced Network, which envisions Venice Blvd as an important corridor for both bicycle and transit improvements.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-growing plants, street lighting and street furniture styles selected by the community.

ILLUSTRATIVE PLAN VIEW shows the approximate location of street trees, tree wells, pedestrian-scale street lights, and bus stops. Potential study locations of landscaped median treatments, marked crossings, curb extensions, and gateway treatments are also labeled, if preliminarily envisioned through this Streetscape Plan.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions at typical locations along a block.

ILLUSTRATIVE SKETCHES show photo simulations and/or conceptual renderings of potential improvements.

STREETSCAPE ELEMENTS



Street Tree in Commercial Areas

Handroanthus impetiginosus
Pink Trumpet

- Type: Deciduous
- Origin: Argentina and Brazil
- Height: 20-40 feet
- Spread: 20-40 feet
- Form: generally rounded and spreading
- Spacing: 30-35 feet
- Flowers: Very showy, trumpet shaped lavender pink flowers
- Water: Drought tolerant when mature.
- Growth Rate: Fast in juvenile stages, then moderate



Median Trees

Existing Centinela - Inglewood
Tipuana tipu (Tipu)

Beethoven - Centinela

- Hesperocyparis macrocarpa*
- Monterey Cypress
- Type: Conifer
- Origin: California
- Height: 40 to 50 feet
- Spread: 20 to 30 feet
- Form: Columnar
- Spacing: 30+ feet
- Flowers: Inconspicuous
- Water: Drought tolerant (WUCOLS Low)
- Growth rate: Moderate



Street Tree in Residential Areas

Podocarpus gracillior
Fern Pine

- Type: Evergreen
- Origin: Africa
- Height: 40+ feet
- Spread: 20-40 feet
- Form: Oval or Rounded Shape
- Spacing: 30-35 feet
- Flowers: Flowers inconspicuous.
- Water: Medium water needs during establishment; Mildly drought tolerant
- Growth Rate: Moderate to fast



Pedestrian Lights

Historic replica street lights and poles with a single luminaire and street lights powered by solar energy if feasible (or approved equal per DPW).



Illustrative Low-Growing Plant Palette

Low-growing plants should exhibit visual characteristics similar to the plants in the illustrative photos. Plant selections should require very low to moderate levels of water. All plant selections are subject to BSS review and approval. The following species are examples of the types of plants envisioned:

Existing on Medians between Inglewood Blvd and Centinela Ave:

Lantana - yellow trailing
Rosmarinus - shrub form
Festuca glauca

Existing on Medians between Beethoven Ave and Centinela Ave:

Agave desmetiana
Aloe striata
Hesperaloe parviflora
Eriogonum umbellatum
Verbena lilacina 'de la Mina'
Iris douglasiana
Festuca californica
Carex divulsa



Trash Receptacles and Seating

A family of seating and trash receptacles such as the Landscape Forms Presidio (or approved equal per DPW).



Movable or Fixed Seating

There was a desire by the community to have individual seats in casual groupings, either movable or fixed to the sidewalk. This feature would add unique character to the streetscape environment, but would require approval from DPW with respect to permitting and maintenance.



Upgraded Seating

Artist-designed seating was desired by the community. This feature would add unique character to the streetscape environment, but would require approval from DPW with respect to permitting and maintenance.



Stormwater Collection

Potential median treatment that collects and infiltrates or treats runoff.

If feasible, medians can have a slight swale that collect and infiltrate runoff to water trees and low-growing planting. If soil, geologic and groundwater conditions allow for additional infiltration, runoff from the street can be infiltrated as well.



Upgraded Receptacles

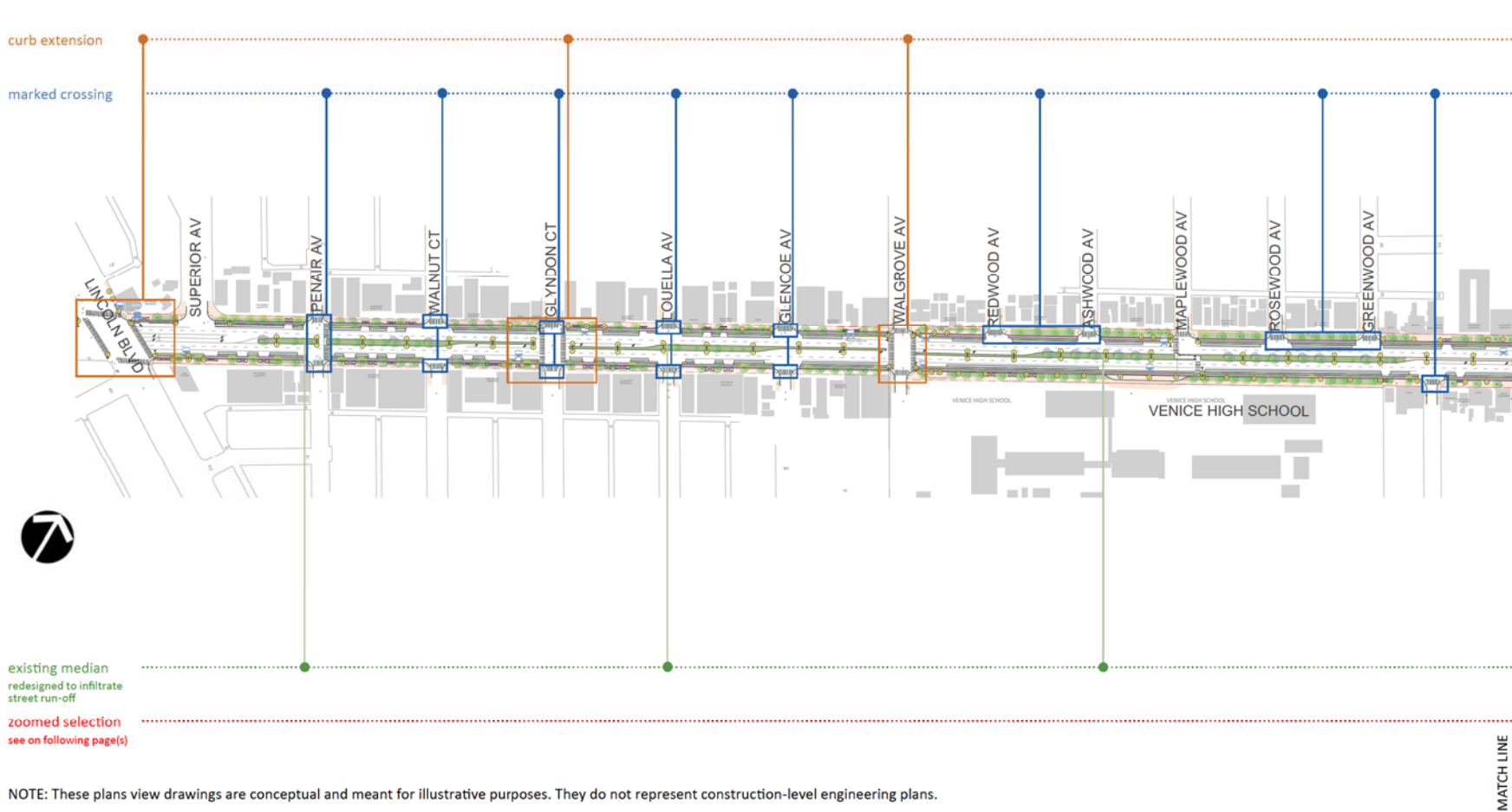
There was a desire by the community to have trash and recycling stations with separate trash, recycled paper and recycled bottle receptacles and solar-powered compactors.

Also shown are the solar-powered trash/recycling stations installed by the City to date, which include a single receptacle for all recycling.



ILLUSTRATIVE PLAN VIEW OVERVIEW

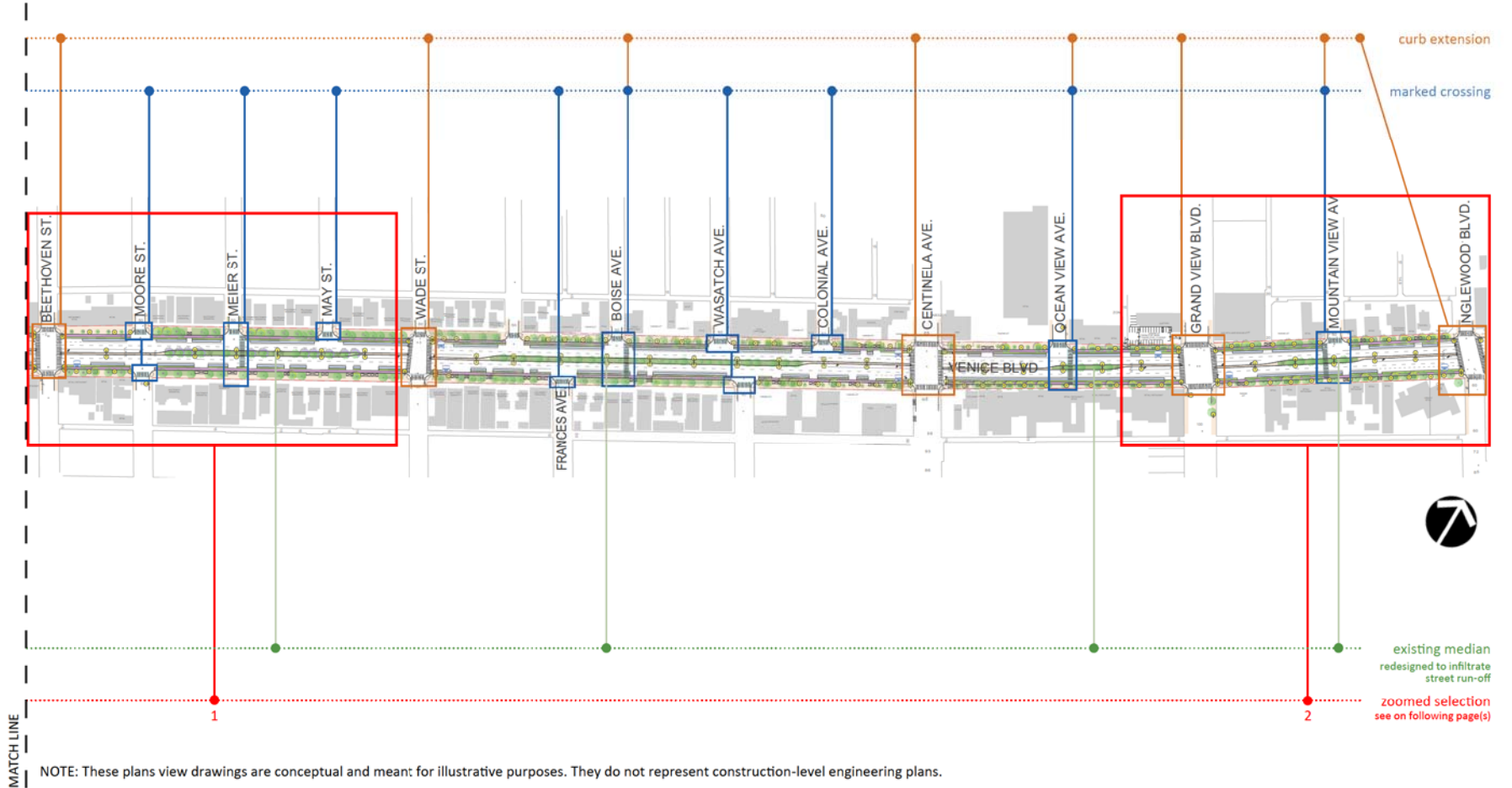
The diagram represents potential study locations for the following improvements:



NOTE: These plans view drawings are conceptual and meant for illustrative purposes. They do not represent construction-level engineering plans.

ILLUSTRATIVE PLAN VIEW OVERVIEW (CONTINUED)

The diagram represents potential study locations for the following improvements:



NOTE: These plans view drawings are conceptual and meant for illustrative purposes. They do not represent construction-level engineering plans.

ILLUSTRATIVE PLAN VIEW ZOOMED SELECTION 1



BASE MAP LEGEND

Base map is preliminary Caltrans survey.
Key information from preliminary survey:

- - - Travel lane
- ← Left turn lane
- Ⓢ Signalized intersection
- Curb
- ⊠ Driveway apron
- ↪ ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

- Sidewalk
- Tree well
- Parkway
- Street trees:
 - *Afrocarpus gracilior* (Fern Pine)
 - other canopy trees / palms
 - *Tipuana Tipu* (Tipu) Centinela Av. - Inglewood Bl.
 - *Eucalyptus/Calistemon* sp. Beethoven Av. - Centinela Av. on medians
- Street light
- ⬇ Traffic signal
- Ⓜ Bus stop with shelter
- Ⓜ Bus stop with bench(es)

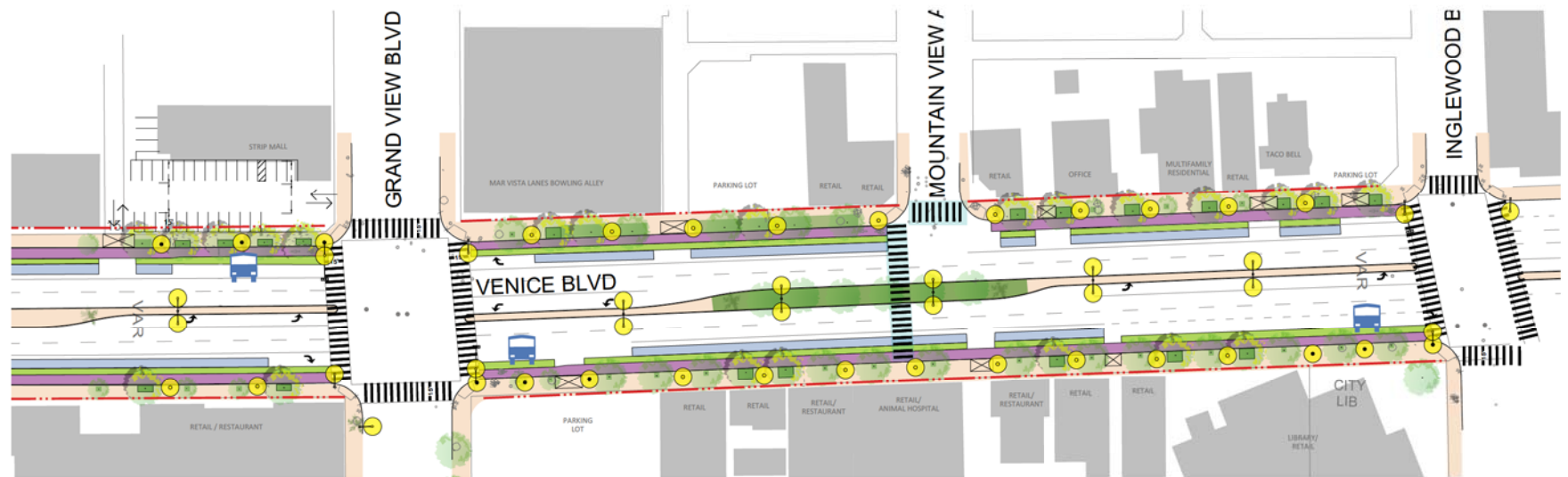
Proposed Elements

- Tree well
- Parkway with low-level planting
- Existing median can be studied/re-designed to infiltrate street run-off if feasible
- Infill street tree:
 - Residential area: *Afrocarpus gracilior* (Fern Pine) or type of Oak
 - Commercial area: *Handroanthus impetiginosus* (Pink Trumpet)
- Medians: *Cedrus altantica 'Glauca'* (Blue Atlas Cedar) [preferred]
Quercus tomentella (Island Oak)
Tipuana tipu (Tipu)
- Bus stop pedestrian light
- Other pedestrian light
- ||||| Continental striping at existing marked crosswalk
- ||||| New crosswalk with continental striping
- Future property line
- Bicycle lane
- Buffer
- Curbside parking



NOTE: These plans view drawings are conceptual and meant for illustrative purposes. They do not represent construction-level engineering plans.

ILLUSTRATIVE PLAN VIEW ZOOMED SELECTION 2



BASE MAP LEGEND

Base map is preliminary Caltrans survey.
Key information from preliminary survey:

- - - Travel lane
- ← Left turn lane
- (S) Signalized intersection
- Curb
- ⊠ Driveway apron
- ↘ ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

- Sidewalk
- Tree well
- Parkway
- Street trees:
Afrocarpus gracilior (Fern Pine)
other canopy trees / palms
Tipuana Tipu (Tipu) Centinela Av. - Inglewood Bl.
Eucalyptus/Callistemon sp. Beethoven Av.- Centinela Av. on medians
- ⦿ Street light
- ⬇ Traffic signal
- 🚏 Bus stop with shelter
- 🚏 Bus stop with bench(es)

Proposed Elements

- Tree well
- Parkway with low-level planting
- Existing median can be studied/redesigned to infiltrate street run-off if feasible
- Infill street tree:
Residential area: *Afrocarpus gracilior* (Fern Pine) or type of Oak
Commercial area: *Handroanthus impetiginosus* (Pink Trumpet)
- Medians: *Cedrus atlantica 'Glauca'* (Blue Atlas Cedar)[preferred]
Quercus tomentella (Island Oak)
Tipuana tipu (Tipu)
- ⦿ Bus stop pedestrian light
- ⦿ Other pedestrian light
- ▤ Continental striping at existing marked crosswalk
- ▤ New crosswalk with continental striping
- Future property line
- Bicycle lane
- Buffer
- Curbside parking

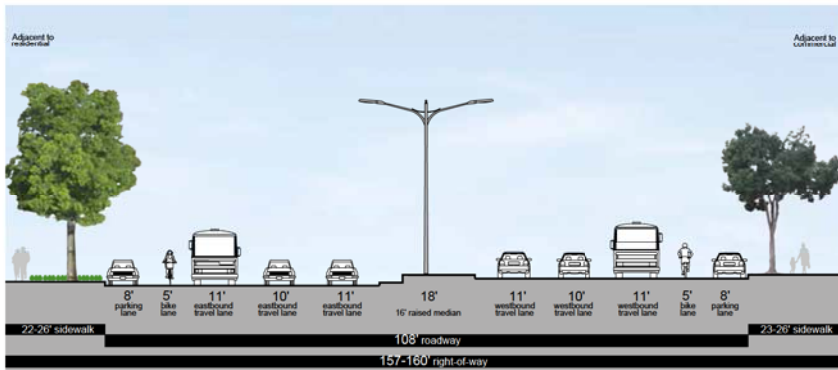


NOTE: These plans view drawings are conceptual and meant for illustrative purposes. They do not represent construction-level engineering plans.

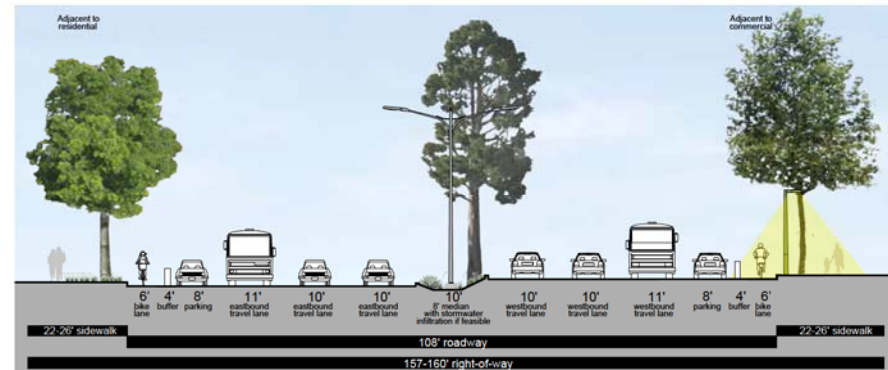
STREET CROSS SECTIONS

FROM WALGROVE AVE TO CENTINELA AVE Typical Midblock Location

EXISTING



PROPOSED



VENICE BLVD

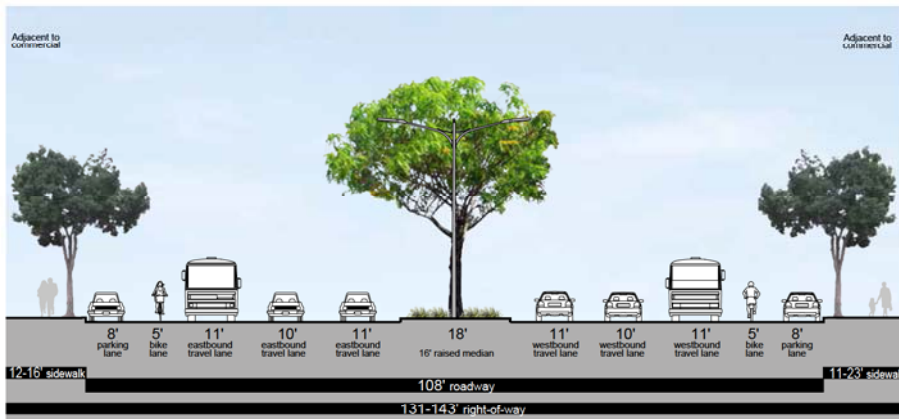
Street Designation: Boulevard II

Mobility Plan 2035 Network Designation: Transit Enhanced Network (TEN); Bicycle Enhanced Network (BEN)

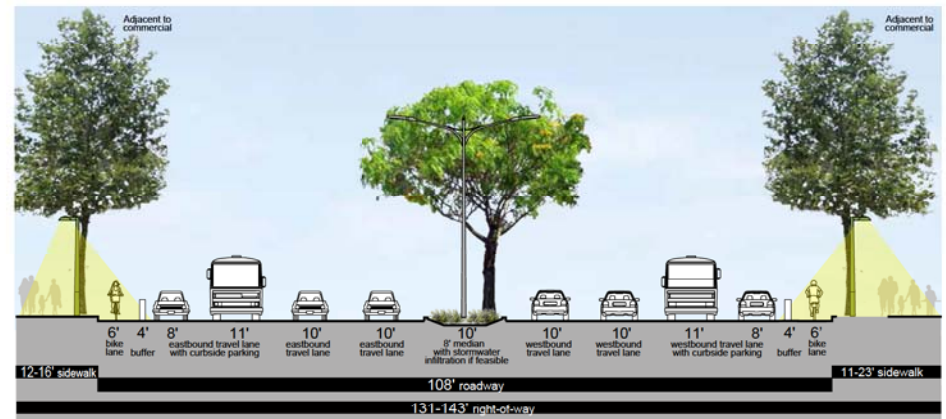
STREET CROSS SECTIONS

FROM CENTINELA AVE TO INGLEWOOD BLVD Typical Midblock Location

EXISTING



PROPOSED



VENICE BLVD

Street Designation: Boulevard II

Mobility Plan 2035 Network Designation: Transit Enhanced Network (TEN); Bicycle Enhanced Network (BEN)

ILLUSTRATIVE SKETCHES

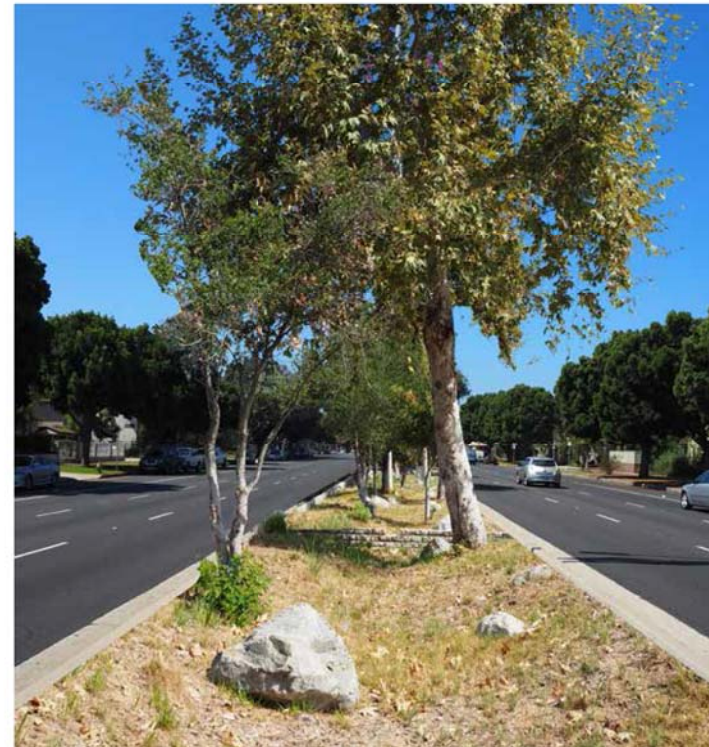
BETWEEN WADE ST AND BEETHOVEN AVE Midblock Location

EXISTING



View of existing median looking west.

PROPOSED



Potential median with stormwater infiltration swale and native planting with irrigation. An existing median infiltration treatment on Western Heritage Way in the City of LA can be looked at as an example.

ILLUSTRATIVE SKETCHES

BETWEEN GRAND VIEW BLVD AND CENTINELA AVE Midblock Location

EXISTING



View of sidewalk and roadway looking west.

PROPOSED



Pedestrian amenities such as street trees can enhance the streetscape environment. They can be pruned up above business signs to ensure the visibility of businesses.

Exhibit B

West Los Angeles TIMP Specific Plan – **DRAFT** List of Transportation Improvements

Primary Mode	Project Type	Project	Project Description	Total In Millions	% of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hubs	Install a full-service Mobility Hub at or adjacent to major transit stations & satellite hubs surrounding the station. A hub includes facilities such as bike parking & car/bike sharing to bridge the first/last mile of a transit user's commute.	\$58	25%
		Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Enhance Pedestrian Access to Major Transit Stations	Expo Corridor Streetscape Plan	<ul style="list-style-type: none"> Olympic Boulevard from Centinela Avenue to Barrington Avenue Bundy Drive from Missouri Avenue to Pico Boulevard Sepulveda Boulevard from Olympic Boulevard to National Boulevard National Boulevard from Castle Heights Avenue to Mentone Avenue Palms Boulevard from Motor Avenue to National Boulevard 		
	Enhance Connectivity between Major Transit Station and Activity Centers	North-South Connections to Westwood Village/UCLA	Improvements along north-south streets connecting the Expo Line Westwood/Rancho Park Station to Westwood Village and UCLA could include transit, bicycle and pedestrian enhancements.		
	Streetscape Improvements	Livable Boulevard Streetscape Plan	<ul style="list-style-type: none"> Streetscape improvements on Pico Blvd. from the 405 Freeway to Patricia Ave. Streetscape improvements on Pico Blvd. from Centinela Ave. to the 405 Freeway. Streetscape improvements on Motor Ave. from the I-10 Freeway to Venice Blvd. 		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Multi-use Paths	Exposition Light Rail Greenway Improvement Project	The project proposes to transform existing city-owned vacant parcels into a neighborhood greenway that includes construction of a multi-use path with drought tolerant landscaping, simulated stream to treat urban runoff, educational amenities and interpretive signs. Project is located along the Expo Line Railway.		
	Cycle Tracks & Bike Lanes	Santa Monica Blvd. Cycle Track	Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard		
		Venice Blvd. Cycle Track	Venice Boulevard throughout the West Los Angeles TIMP Area		
		Motor Ave. Cycle Track	Motor Avenue between I-10 and Venice Boulevard		
Neighborhood Network Enhancements	[Various Locations]	Bikeway Gap Closures	Bikeway gap closures, such as: <ul style="list-style-type: none"> Gateway Blvd to Ocean Park Bike Lane. Gateway Blvd to Ocean Park Blvd gap closure 		
		Per Mobility Plan 2035, implement bicycle and neighborhood enhanced design features to provide a system of streets linking to major employment centers, transit stations, and educational, retail, entertainment, and recreational resources. Enhancements such as the following are described in Mobility Plan 2035: <ul style="list-style-type: none"> Prosser/Westholme Avenue NEN. Alternate route to major corridors, such as Westwood Blvd, connecting Expo Bike Path to UCLA. Veteran Avenue NEN. Alternate route to major corridors, such as Westwood Blvd. Gayley Avenue / Montana Avenue (east of I-405) NEN. Alternate route to major corridors, such as Westwood Blvd. Montana Avenue (west of I-405) NEN Barrington Avenue / McLaughlin Avenue NEN Ohio Avenue NEN (including gap closure at Santa Monica Blvd.) 			
Bikesharing	Metro Bike Share	Provide public bicycle rental in "pods" located strategically throughout the WLA TIMP area.			
Transit	Bus Rapid Transit (BRT)	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to the 96th Street Transit Station.	\$139	59%
		Santa Monica BRT	Curb-running peak hour bus-only lanes on Santa Monica Boulevard from the border of the City of Santa Monica to the border of the City of Beverly Hills; BRT system includes enhanced bus stop amenities.		
	Service Enhancements	Olympic Rapid Bus Enhancements	Olympic Boulevard – Extension of the Rapid Bus service from its current terminus in Century City to the Metro Exposition Line station at Westwood Boulevard.		
		Pico Rapid Bus Enhancements	Pico Boulevard – Improve existing Rapid Bus service through increased frequency, stop improvements, and construction of a new rapid stop in Century City.		
		Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.		
New Local Service	Circulator/Shuttle Service	Circulator bus/shuttle to connect activity centers to major transit stations, such as: <ul style="list-style-type: none"> Sawtelle service between Wilshire Blvd and the Expo Sepulveda Station Bundy service between Brentwood, the Expo Bundy Station, and National Blvd Palms Circulator to connect to Expo Station Century City Circulator to connect to Expo Station 			

Exhibit B

West Los Angeles TIMP Specific Plan – **DRAFT** List of Transportation Improvements Continued

Primary Mode	Project Type	Project	Project Description	Total In Millions	% of Project List
Roadway & ITS	Operational Improvements	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$31	13%
		ITS Corridor & Signal Upgrades	Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including detector loops for traffic volume data and monitoring.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		Sunset Boulevard Operations	Implement operational improvements along Sunset Boulevard. Improvements could include the following: ITS corridor improvements; signal upgrades as part of the next evolution of ATSAC; intersection improvements, such as turn-lane or safety improvements.		
		Olympic Boulevard Operations	Implement operational improvements along Olympic Boulevard between I-405 and Purdue Avenue (to the west of I-405). Improvements could include the following: Convert one westbound travel lane into an eastbound travel lane just west of I-405 by <ul style="list-style-type: none"> In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions); In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and Remove eastbound and westbound left-turn lanes at Beloit Avenue and eastbound center turn lane at Cotner Avenue to provide additional through lane capacity. 		
		Bundy Drive / I-10 Ramp Improvement	Operational improvements at the I-10 ramp connections to Bundy Drive.		
	Neighborhood Protection Program	[Various Locations and Strategies]	The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.		
Auto-Trip Reduction	Strategic Parking Strategies	[Various Strategies]	Update parking requirements to reflect mixed-use developments, support shared parking opportunities, and assess parking needs at developments adjacent to major transit stations.	\$8	3%
	Parking Utilization Improvements & Reduced Congestion	ExpressPark	Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/buses.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.		
TMOs		The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs			Estimated at 5% of total project costs.	\$12	5%

Total \$247,779,190

WHAT IS A COMPLETE NEIGHBORHOOD?

The term “complete neighborhood” refers to a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.



Complete Neighborhoods - from SA Tomorrow and San Antonio Tomorrow

AMENITIES AND SERVICES

Having safe, convenient and walkable access to schools, parks, grocery stores and transit can help our residents save money and stay healthy. Regardless of the mode of travel chosen, shorter distances between home and the places we need to go on a daily and weekly basis can help decrease overall costs for individuals and households. Lower transportation costs help reduce overall household expenditures and increase housing affordability. And incorporating daily exercise is a lot easier with a safe network of sidewalks outside your door. Complete neighborhoods may not contain all of the amenities and services someone would want on a daily basis, but they should provide access to many of these amenities and services and have at least one or two destinations that are easy for someone to access by walking or biking. Amenities and services associated with a more complete neighborhood can be organized into three major categories: transportation and related infrastructure; civic amenities; and commercial destinations.

Transportation and Related Infrastructure:

Improvements to infrastructure in and between neighborhoods helps to close gaps in the transportation network, improve safety and enhance comfort. Potential infrastructure improvements can include, but are not limited to:

- Sidewalks, crosswalks and curb ramps;
- Furnishings and lighting;
- Bike lanes, cycle tracks, and multi-use pathways;
- Pedestrian and bicycle bridges and underpasses;
- Enhanced transit stops and stations;
- Landscaping and community gardens;
- New or improved roadways and overall streetscapes;
- Signalization, signage and other intersection control/communication; and
- Gateway treatments, signage and wayfinding.

Civic Amenities:

The integration of civic amenities in the larger neighborhood context can help to anchor residential and mixed-use areas, as well as provide social, recreational and cultural opportunities for residents close to home. Potential civic amenities can include, but are not limited to:

- Parks, open spaces and sport courts and fields;
- Community, recreation, youth and senior centers;
- Pools and water play areas; and
- Libraries.

Commercial Destinations:

Many people equate a complete neighborhood with having shops and restaurants nearby that they can easily access. Commercial destinations that are local to one or more neighborhoods help to reduce the distance of many trips across the community, including the daily commute for people who are able to work close to home. Commercial destinations can include, but are not limited to:

- Grocery stores and markets;
- Farmers markets;
- Restaurants and bars;
- A variety of retail shops;
- Professional services; and
- Convenience services.

NEIGHBORHOOD CONNECTIVITY

A neighborhood can be made more complete with improved connectivity to amenities and services nearby with safe and comfortable linkages. In many cases, amenities may be nearby, but are not accessible for one or more transportation modes. In addition, making active transportation and transit more viable options for a greater portion of the community requires larger network connectivity between neighborhoods and from neighborhoods to nearby centers. For these reasons it is critical that our community focus resources on improving neighborhood connectivity through a variety of infrastructure enhancements.

Existing and planned neighborhoods can be designed in a variety of ways resulting in varying levels of connectivity and accessibility. More traditional suburban development patterns include large arterials feeding into relatively disconnected subdivisions with a large number of cul-de-sacs. While this traditional development pattern does have impacts on traffic for motor vehicles, it does not necessarily preclude good pedestrian and bicycle connectivity. In fact, pathway and trail connections combined with on-street and sidewalk facilities can make these more traditional developments quite supportive of pedestrians and bicyclists accessing transit or other nearby amenities. The use of drainage ways and utility corridors can provide pathway opportunities that link disconnected portions of a neighborhood.

Similarly, more compact development can be difficult to traverse as a pedestrian or bicyclist if infrastructure is missing or inadequate. Major arterials often separate neighborhoods from commercial destinations, civic amenities and other neighborhoods. Well connected and maintained sidewalks, bike facilities and crossings are critical elements to making a neighborhood more complete.

